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THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

12 Vesey St, N. Y.

AND RECREATION.

Vol. XII.—No. 1.]

NEW YORK, APRIL 1, 1887.

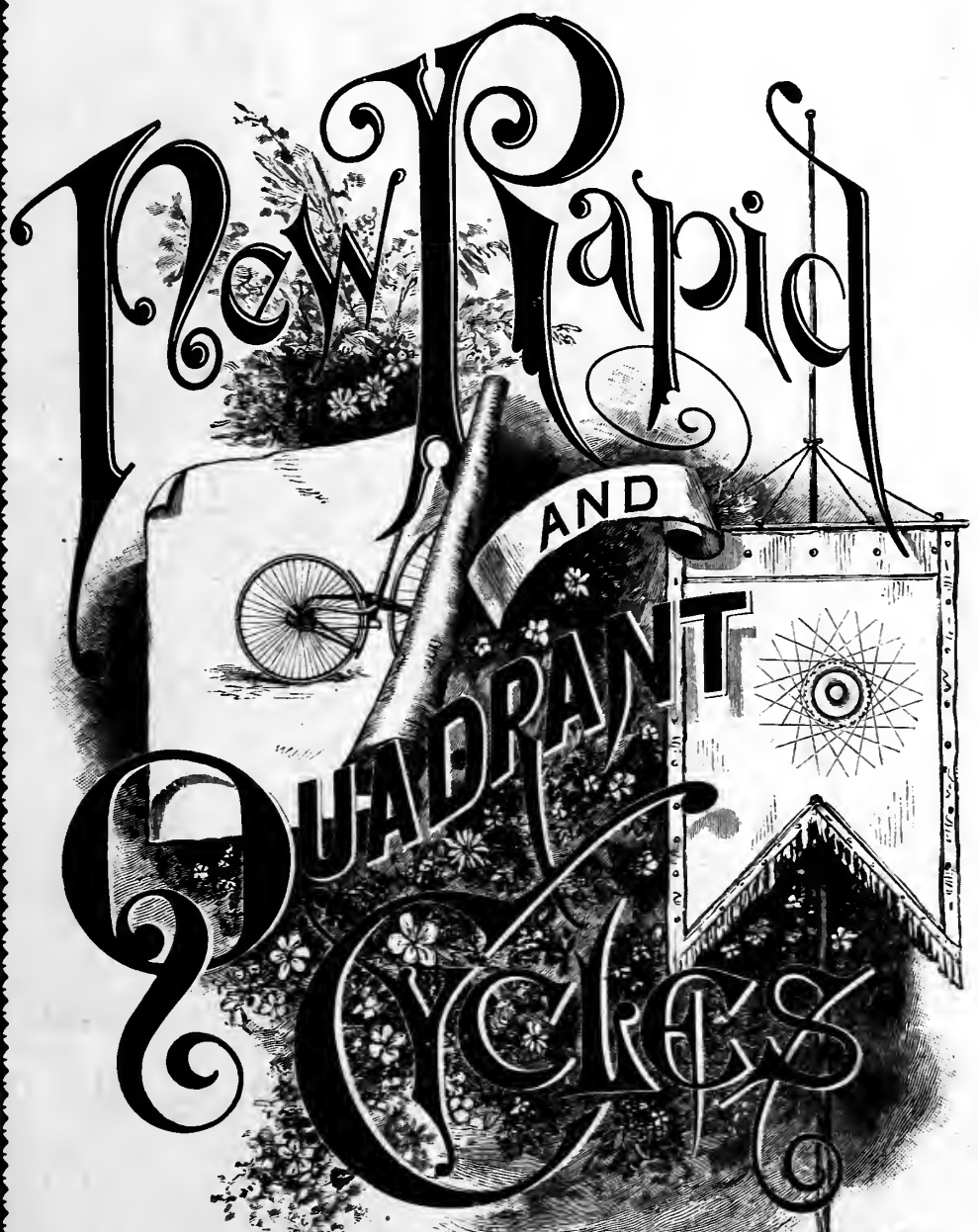
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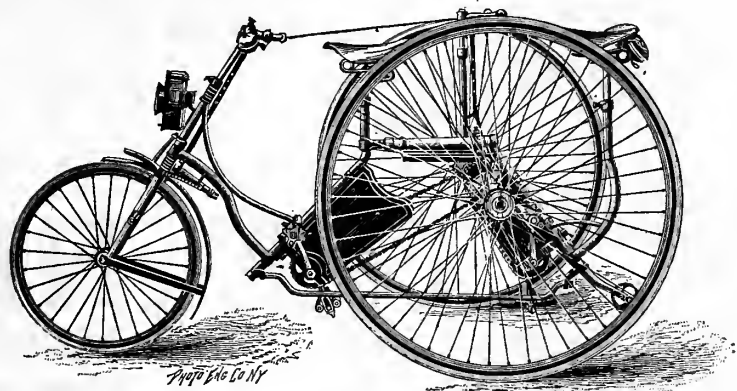
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(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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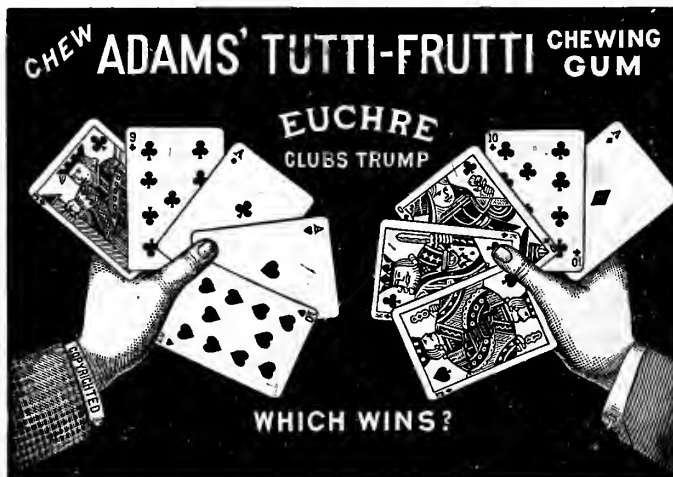
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Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

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The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

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EDITORIAL NOTES.

COMMISSIONS ON LEAGUE UNIFORMS.—In the March issue of the *Wheelman's Gazette*, appears an article entitled "League Uniforms. Chapter II, Commissions." As most of our readers are aware, two items have appeared in the *Gazette*, which the public at large have interpreted as implying that Dr. Beckwith had received commissions on the League outfit from Messrs. Browning, King & Co. At the last meeting of the Board, a Committee was appointed to investigate the charges, and obtain retraction.

The evident intention of the committee to do something is probably responsible for the article referred to. We have read it through carefully, and if it is not a complete and flounder-footed back-down, we are open to correction. It was slightly impertinent for Mr. Ducker to imply that Dr. Beckwith received commission, and to then request him to swear to his innocence. It is a procedure entirely foreign to the code. The Doctor's refusal to recognize Mr. Ducker in the matter is no more than could be expected. Mr. Ducker's refusal to answer all the questions put to him by the committee, is not likely to prejudice the public in his

favor. Altogether it appears that the statements made in the *Gazette* were entirely without foundation, and our readers will no doubt be pleased to learn that the attempt to besmirch Dr. Beckwith's character was totally unsuccessful.

We would like to call the attention of the L. A. W. cranks who wriggled and wrote threatening postal cards, whenever we honestly tried to point out the way in which we humbly thought the League should go, to the snickering, sleeve-laughing serve-'em-right policy, which certain of our contemporaries have been and are still pursuing. We do not advocate a "holier than thou" policy either in public or private, but the comparison suggested above will prove to the cranks aforesaid, that we are in the highest degree friendly to the L. A. W. interests.

Some people seem to think that Dr. Beckwith has lost his friends because his lack of business ability has been exposed. What a pretty Earth it were forsooth, if all the denizens thereon were business men. What a pack of shent-per-shent, old clo', bargain hunters were the humar race? Where then were our Carlyles, Emersons, Beechers, Lincolns, Newtons and Longfellows, none of whom drew the "business talent" prize? On the whole, we don't think the Doctor worries much over his alleged "lack."

We have decided not to give the editor of the *Prevaricator* the dressing-down he has so thoroughly earned; we have come to the conclusion that the game is not worth the powder. All honest men now see things in their proper light. As for THE COLONEL, poor fellow, whose identity we proposed to reveal, why, his burden is quite heavy enough to bear, and it were cruel indeed to add to his load.

Pressure of space prevented us commenting last week on the letter which Mr. Shriver contributed to that number. While we do not agree with the motion which Mr. Schriver made, and which was unanimously carried in the Boston meeting, viz.: The election of the President by popular vote at the annual meeting, still we think his "growl" justifiable. There certainly is a tendency on the part of the Board to abrogate to themselves more power than is given them by the Constitution; in fact, their refusal to obey the dictum of the League members was a flight in the face of Constitutional law. As Mr. Shriver so logically states, the present L. A. W. Constitution is unwieldy and not constructed for the proper government and conduct of an organization so large and so complicated as the L. A. W. We are pleased to hear that a Constitutional Committee will probably be created at the St. Louis meet, which will be instructed to entirely revise the present Constitution. It is proposed to make the State Divisions all powerful, and the national body merely a formality. The committee will report its findings to a Constitutional Convention which they will call. Now is the time for L. A. W. thinkers, statesmen, parliamentarians and codifiers to make such suggestions as they see fit, and assure themselves that they are brought to the attention of the Rules and Regulations Committee. The fact is, the League has been trying since

its inception to learn how to run itself; when this has been thoroughly understood and formulated, it is then ready for practical work and reform.

A correspondent asks us to advocate the adoption of knee-breeches for daily wear. We have written of this subject time and again, and the time is not yet ripe, if, indeed, it ever will be, for a universal return to the breeches worn by our fore-fathers. If our correspondent will only induce the Prince of Wales to sport knee-breeches, we guarantee that the fashionable youth of New York will take up the wrinkle and ultimately popularize it.

Messrs. Wells and Aaron removed—President Beckwith has removed Messrs. Wells and Aaron from their respective offices of C. C., and Representative of the Penna. Division, L. A. W., in accordance with the resolutions adopted at the late Board Meeting. This is but the preliminary step toward their expulsion from the League of American Wheelmen.

The League Uniform—We have been somewhat amused at the thoughtlessness of the wail which has gone up all over the country, about the delay it selecting the League Uniform. The members are trying to drive the Uniform Committee to the step they are laboring to avoid, viz.: a hasty and necessarily poor selection, followed by a universal howl. The gentlemen of the Committee are proceeding carefully, as they should. They have already awarded the contract to a New York firm for several thousand yards of cloth, of a dark brown material, and astonishingly pleasing. The cloth will cost about \$2.92 per yard. The Committee have had several suits made up, in order to fully formulate the specifications of the style of cutting and makeup, all of which will be embodied in the advertisement for bids, which will appear in this week's *Bulletin*. Among the bidders will probably be Messrs. Spalding & Bro., and Messrs. Devlin & Co., both of New York. The entire League outfit will be supplied by one firm. The members will rest assured, that when the contract is finally awarded, the outfit will give the satisfaction which always attends careful selection.

Speaking of the official outfit reminds us that the official outfitter of last year, Mr. Perego, is being treated very shabbily by the powers that be. This gentleman was appointed League Outfitter by President Beckwith, and besides giving satisfaction, his goods being imported and sold much cheaper than could be secured elsewhere, he advertised to a much larger extent in the League's organ than did the L. A. W. uniformists. This year, after having his entire stock made up, the contract is to be given to others, the Committee, nor any League official not even taking the trouble to inform Mr. Perego of the proposed change. While we do not like to make a trade issue the subject of editorial comment, yet Mr. Perego's generosity in the cause of cycling bespeaks better treatment than has been accorded him.

The new Victor cannot talk French, but speaks good English. It is certainly a clever cycle.

THE COVENTRY MACHINISTS' CO., LD. WILL NOT WITHDRAW.

The Coventry Machinists' Co., Ld. find that rumors are being circulated to the effect that they intend entirely withdrawing their United States Agency. Such statements are unauthorized and inaccurate and are calculated to do them considerable injury. They therefore wish to assure their numerous friends and customers that any fresh arrangements that may be entered into at the end of the season, will be with a view of extending and increasing their trade in the States, and numerous admirers of the "Club" machines may rest assured that they will at all times be able to procure not only the latest patterns of the World-renowned wheels, but also any parts of them which may be required.

THE K. C. W. DINE.

We regret that other arrangements prevented us from accepting the kind invitation extended us by the K. C. W., to attend their annual dinner. We had intended to perpetrate a flowery story, of how the cut glass clincked, how the wine sparkled, and of course, dragging in something about the "feast of reason and the flow of soul;" but our non-attendance compels us to append the report which appeared in the *Brooklyn Eagle*, for which substitution our readers will no doubt be thankful.

The Kings County Wheelmen held their sixth annual dinner at Dilliard's, last Saturday night. The Club sat down to the sumptuously furnished tables at 9 o'clock, the members dressed in uniform. Above the tables hung the black and red flag, the colors of the organization. Flowers and pyramids of fruits, confectionery and crockery gave color to the board, and the trophies won by the team inspired the members with pride in their uniforms. In the center of the long table that extended the length of the room was the cup of the New York and New Jersey Road Racing Association, valued at \$150, which the Kings County racing team have won for two seasons. Further up the table was the Harlem Wheelmen's cup, a prize trophy which was won against all comers, and the large silver punch bowl presented by the Citizens' Club, of New York. At the head of the table sat the newly elected officers of the club. The menu consisted of nine courses and was excellently served. It was followed by the ceremony of presenting a parchment bound testimonial of appreciation to each of the retiring officers of the club. Ex-Secretary A. C. D. Loucks read a poem entitled "A Moving Tale," which he said was by "K. C. W., high private." It related the trying adventures of one of the members of the club and his wheel at Coney Island.

A letter was read from Thomas Stevens, regretting that he could not attend the banquet. Captain Bridgman advised the club that he should order the first club run of the season on April 16, and that it would terminate at the Academy of Music, where the members will listen to Mr. Stevens's account of his adventurous trip. It also came out during the evening that a parade drill will take place next Saturday night by the parade team before the Twenty-third Regiment Athletic Association, and that a week later a similar exhibition will be given before the Seventh New York Regiment, Association, and also that Company A, of

the Forty-seventh Regiment, the Seawanhaka Boat Club and the Kings County Wheelmen will hold a joint reception on April 11. Impromptu speeches were made by Captain Bridgman who, with T. C. Crichton, acted the part of host at the evening's entertainment, President Loucks and others.

OLD SPAUL, THE MULE AND THE LIMIT MAN.

A POETICAL ROMANCE OF THE TOW-PATH.

Old Spaul is not a lone fisherman; neither is he a night watchman; in fact, he isn't anything that wears suspenders.

He is simply a Spaulding light roadster, which had accompanied the L. M. on many a journey through thick and thin, through heat and cold, through anything and everything.

To be sure, he was not young; but that crack in his spine, that wheeze in his throat, and the musical croakings of his joints, which told of the insidious advance of age, had all the more endeared him to the L. M.

Well, to be sure, one day Old Spaul and the Limit Man were proceeding laboriously along the tow-path of the turbulent Erie Canal, between Fonda and Canajoharie. The bright sun was shining with mid-summer vehemence; the beautiful river flowed swiftly along between the blue-hazed hills, and the softened cadences of its rippling waters suffused the Limit Man with an indescribable charm. Away off stretched the level tow-path, with a lock or bridge here and there crossing to the opposite bank of the canal, until its sides met at the vanishing point.

Old Spaul and the Limit Man were proceeding leisurely—the deep gravel and rough "nigger-head" stones making any other course impossible. As they approached a bridge, they espied a common or ordinary mule coming towards them. He was not beautiful; canal mules never are; yet the reflection that his ancestors were the pride of the Bedouins somewhat comforted him. Incidentally, a canal boat was attached to him with a golden wand—I mean a rope. His sole retinue consisted of a somnolent lad,

WHOSE LONG-DISTANCE OATHS

had made him a Peer of the canal Realm. Upon the deck of the canaler reclined a man. He maintained strict privacy behind a fierce beard, from which, at a point where one might suppose his mouth to be located, protruded a stubby pipe, the odor from which had killed the vegetable growth along the canal. This man was undoubtedly the Commander. There were other persons sunning themselves on the deck of the boat, but the Limit Man can only recall the sound of their voices, as they rose and fell in soft cadences. Subsequent events impressed the image of the Commander so vividly on his mind that everything else was hazy.

The Limit Man was just about to warn the sleepy youth of his approach, when he espied a team of horses coming in an opposite direction. He dismounted from Old Spaul, and in so doing, agitated the nerves of one of the horses, who, most inconsiderately, at once proceeded to make a scene. This attracted the attention of the dejected mule, and he fastened his inquisitive gaze on Old Spaul and the Limit Man. The latter, not wishing to ruffle His Mule-ship, attempted to

put Old Spaul out of sight at the side of the path, but the mule, with cruel misapprehension of his motives, rose upon his hind legs and made

SEVERAL MESMERIC PASSES

at the pair, and then, finding them to be out of his reach, calmly, deliberately, perhaps sadly, he turned round and round, winding the golden wand about his legs, then fell backward into the canal.

It was just at this moment that the Commander loomed into prominence, and took a star part in the play.

"You ——— darn blankety ———!" he remarked with some vehemence to the Limit Man, and retired somewhat suddenly to the privacy of his cabin.

He may have gone below to meditate; possibly to pray; who can tell?

Perhaps he disappeared to procure a gun. At least the Limit Man and Old Spaul thought so, and they immediately made tracks. Along the road they pushed, Old Spaul not minding the gravel and stones, so excited was he. The three miles between the taking-off place of the Mule, and Canajoharie were ridden in seventeen minutes.

The Limit Man never rides on tow-paths now.

THE LIMIT MAN.

HOW TO RIDE HILLS.

Opinions on the best way to ride hills differ. Mr. A. R. B. Wyse says: "If the surface is hard, and you ride an ordinary, the best way is to rush at the hill, leaning your weight over the handles, and well on the pedals. Use your weight for driving your machine as long as you can, and when your weight appears insufficient, sit up and use your strength by pulling at the handles, giving, if possible, a jerk at the end of each stroke, and making every stroke succeed each other, without allowing pressure to be off both the pedals together. When near the top, it is best to lean over the handles and use your weight. If the surface is sandy and loose, the best way is to spurt as hard as you can, leaning your body well over, and not pulling at the handles at all. If you find a smooth and hard part, then exert all your strength, but on leaving it, lean over as before. For long hills, I think it is best to 'peg' away steadily. W. C. Goulding, is of opinion that "to ride a long hill the rider should not start at a fast pace, as he may thereby exhaust himself before reaching the top, or at so slow a pace, as to be unable to keep the machine going on reaching the steep part. The best plan is to ride at an easy pace, reserving the strength for the top, and to save the arms as long as possible, keeping them for use when the legs begin to tire. In almost every case the best plan is to sit upright." T. D. Dickson remarks: "I ride a 52 inch ordinary bicycle, and find the following the best way for mounting long hills: Take a fast run of about fifty yards from the bottom of the hill. This will give you an impetus that will invariably land you forty or fifty yards up the hill. Have your saddle close to the steering, and sit as near to the front as safety and comfort will permit. Pull as little at the handles as possible, and put power on the pedals immediately they are at the top, and the cranks are in a vertical position. The power of mounting hills, in my opinion, depends chiefly on the strength and staying power of the rider, and the experience he has had on the road. Spurrier's 'Tourist's Guide' says: 'Never ride up hills, you cannot do so with ease; it is better to walk up them, as the change of exercise is a relief and less exertion. Ride straight up a hill at a fair pace, and reserve your strength for the top; say reserve your strength for the end when racing or a day's ride, and you have the soundest principal to work upon.'—*Bicycling News*.

The Overman Wheel Co. have added to their Boston establishment, a large experimental shop, in which they propose to try the new devices as they come along, and do first-class cycle repairing,

"T is a simple tale, and told right on
without eloquence, and altogether lacking
in show of speech, but full, withal, of
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To mail you our new Illustrated Catalog. Please send your address. It will give you the whole story of Cycles we make, and help you to find what



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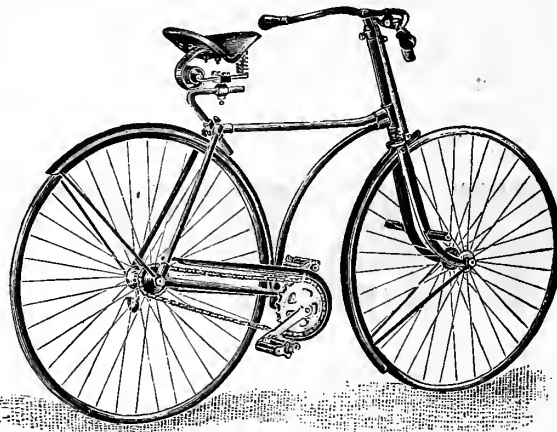
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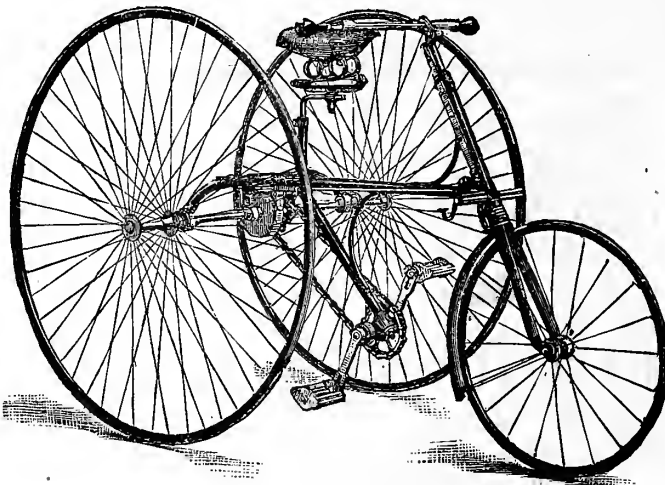
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Southern Department.

N. L. COLLAMER, Editor,

ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

Maryland League politics have straightened themselves out into form after all, and the only regular ticket so far put out comprises the names of the present incumbents. This is in all most wise. Several dark horses are hinted at, and much scratching will probably be done, but it is more than likely a re-election of the 1886 officers will be the result.

A letter signed "Forecast" in a recent *Bi. World* has occasioned considerable comment in Washington, and resulted on the whole, in throwing much interest into the election of Division officers. Secretary Bassett notifies the Division that its resolution deciding to count its own votes was received too late to go on file this year. Members are therefore voting to the Secretary-Editor for C. C. and Representative, and it is impossible to say who will be elected. At the recent meeting for the election of Vice-President and Secretary-Treasurer, two unattached men were chosen, each by a large majority. The unattached have (approximately) 26; Capital Club, 14; Cycle Club, 22, and District Wheelmen, 2. The unattached and Cycle men combined with the above results. For C. C., however, there are but two nominations—Olds, of the Capitals, and Pettengill, of the Cycles; and the result depends upon how the unattached vote. For Secretary-Treasurer they voted against Moulton, a Capital, and if they carry their opposition to this club into their mail voting, Pettengill will be elected.

The advent of a new paper in the ranks of cycling journalism—we refer to the *Wheel News*, which will appear this city April 1—will send an apprehensive shudder up the back of every man who thinks enough of the matter to feel for the poor editor. Don't shiver gentlemen until the time comes "it's a cold day when we get left"—not before.

The District will hold a meet between May 23 and 28; Baltimore one about the same time, and Hagerstown its annual races some time this Spring. THE WHEEL offers this suggestion: Let Hagerstown decide on the 21st, the District on the 24th, and Baltimore on the 27th. By this arrangement

Southern tourists, finishing at Staunton on the 17th, could ride back through the three places on their way home, and take in all the meets in order, if they do not care to go on to St. Louis. If they do, the cars would bring them back to Washington (at reduced rates on account of the National Drill in progress here that week), and at least two of the meets could be visited.

WASHINGTON DOINGS.

[REGULAR CORRESPONDENCE.]

The election of local officers of the District Division L. A. W. passed off very quietly last Saturday evening, H. B. Hardy being chosen Vice-President, and E. Baltzley Secretary-Treasurer. The C. C. and Representative will be voted for by mail vote to the Secretary-Editor.

The Capital Club gave a run on Saturday last to Sligo; the Cycle Club went to Cabin John's Bridge and Forestville; and the District Wheelmen to Ashton.

The proprietor of the Bridge House has opened a Wheelmen's Register, at our suggestion, and all cyclists stopping there this year will be requested to sign their names and state destination, etc., in order that others may follow if they desire.

The Hog has turned up again—this time at Colesville. On the right of the road as you go North is a store, and a well in the yard behind it. Will Robertson and Rex Smith were invited by the store-keeper to drink from this well over three years ago, and welcome. The practice has been continued not only by them, but by all wheelmen passing, until date, and this store has been patronized for the courtesy. Last Sunday the wheelmen were ordered off the place while quietly slaking their thirst. A boycott is therefore called on this store. Patronize the one on the left of the road in future.

The District Wheelmen will hold their regular monthly meeting—the first this Spring—next Saturday evening, when several new members will be elected.

The Cycle Club have grown tired waiting for a decision on the forthcoming(?) League uniform, and a committee has the matter in hand. This club will celebrate its anniversary next Thursday. I will give you details next week.

The first number of the *Wheel News* will appear from this city next Friday. It will be devoted principally to touring, I understand. . . . Boone's hill is reported bad—other roads in every direction are excellent. Two Baltimore Ramblers were in the city last Sunday and rode out to the Bridge. Your correspondent met them, but "we never sp. . . ." WHITE HOUSE.

BALTIMORE DETAILS.

[REGULAR CORRESPONDENCE.]

With good weather and the roads improving, cycling is beginning to boom, and before long we hope to be well into the riding season.

The Baltos will shortly give a grand sociable, as a "wind up" for the winter season, and I believe the Marylands contemplate something similar. The Ramblers talk of having a "house warming" in their new club house. It is the intention I hear, to make this quite a "large" affair, and invite the whole Maryland Division, and likewise many of the unattached.

At the meeting of the Maryland Division, L. A. W., held at the Maryland Bi. Club house, it was decided to devote a day to the annual Division meeting, which takes place sometime between the 20th of May and the 20th of June. It was decided to make this day a gala one for the Division, and the programme, though not yet decided on, will no doubt combine a parade through the streets of the city, (or perhaps a lantern parade,) a race meet and a banquet, besides the regular meeting of the Division membership.

The question of the races called for very lengthy debates on the part of some members, notably Mr Clark, of the M. B. C., and Mr. Leonard, an unattached. It must be said, to the credit of both of these gentlemen, that while they took different sides of the question, their remarks were to the point they had in view, and it was only by a very close vote, 32-31, I think, that it was at last decided to have races, and the whole matter was put in the hands of the Division, thereby giving it a big boom. Chief Consul Bartlett was instructed to appoint a committee sufficiently large to make a success of this affair, and for this purpose he selected two men from each of the clubs, and also several from the unattached. If the weather bureau only stands by us, look out for a big time in May or June. More of this anon.

The tickets for C. C. and Representatives, adopted at this meeting, is headed by J. K. Bartlett, Jr., for Chief Consul, and C. W. Abbott, of Balto, W. S. Seabrook, of Westminster, and G. F. Updegraff, of Hagerstown as Representatives—the old corps exactly. There is an opposition ticket in the field with Mr. S. T. Clark, for Chief Consul, and the balance of the ticket the same as above. Mr. Abbott was also proposed for C. C. and received cheers from his party, but nevertheless he would not accept, much to the disgust of his friends. Messrs. Barrington and Clark were proposed for Representatives, but thinking it would create confusion in voting, as only three representatives are allowed us, withdrew in favor of Mr. Abbott.

One thing was very noticeable at that meeting. Although our Division feels aggrieved at recent occurrences in the League, it was easily seen that members, as a whole, are still decidedly loyal to it. There were several attempts to "pitch into" the "management," but every such attempt was met with the old cry: "Oh, sit down!" We do not by any means sanction recent actions in the League, but are yet loyal and we bide our time. What say you to 83 per cent. renewals? That don't look much like secession, does it?

In regard to the F. M. Clotworthy matter, I will say that the affair got out in its very much mixed state, by his calling on a friend for advice in a certain matter, and his remarks being misunderstood by several parties who were present at the time. He is still a member of the Baltos, and will remain such.

The fifth annual banquet of the Maryland Bi. Club, given on Thursday, at their handsome house on Mt. Royal avenue, and was a grand success in every sense of the word. The tables were set in the gymnasium, which was decked out with flowers, potted plants and ferns. The members began to arrive at 9 p. m. and from that time until the "wee sma' hours," they had a high old

time. Contrary to expectations, only 76 were present, whereas 100 were down on the list "sure pop." The following toasts were responded to:

"The Maryland Bi. Club," Prest. H. E. Brown; "Our Friends of the Gentler Sex," Wesley M. Oler; "The Club's Patriarchs," E. P. Hayden; "Our Active Members," S. T. Clark; "Our Associates," Thos. J. Shryock; "The League Beleagured and Free," C. C., J. Kemp Bartlett; "Cranks, Bicycle and Others," Jas. E. Wilkinson; "Ball Bearings, as applied to many things," A. C. Kenly. The table was beautifully spread in Harris' most approved style, and was done full justice to by the members present.

Maryland will be well represented at the League Meet at St. Louis. No less than sixteen having already signified their intention of being present, and if reduced railroad and hotel rates are offered, this number will no doubt be doubled.

LATER.—I hear now the opposition to Bartlett is by no means disheartened by the refusal of their choice, Mr. Abbott, to run for Chief Consul. They say that by the time the votes are due, they will have a man whom they think in every way able to compete with B. for the position. While we hope they will not defeat "Kemp," we like to see an opposition, as it shows some interest in the League. We must give them credit for keeping their secret well within themselves, as I have not been able to pump any of them with success.

I think Bartlett's manner of conducting the meeting the other night, "won over" not a few to his side. His remark that "the L. A. W. was our best friend, if we only knew it," brought down the house, so to speak. *The Argus* is trying to become the Division organ. It may be a good political paper, but I can't say much as to its appearance for a bicycling paper.

CHESAPEAKE.

MEMPHIS MUSINGS.

[REGULAR CORRESPONDENCE.]

The Memphis Cycle Club has sifted its membership to the *creme de la creme*, and is now composed of young men widely known both in social and business circles. Already they have fitted up an elegant club-room above the Oak Hall clothing store, where members find recreation in reading literature, cycling papers, &c., that leads to improving the mind; in addition they also have an elegant pool table. Shortly they propose to assemble their friends and entertain them. It is said several of the fair sex will be present, and no doubt this will be quite a treat, as the young men are known for their liberality.

Another club was organized on Friday, comprising twenty-two members, all well-known lovers of cream, but not adverse to a gallon of skim milk when on a long run and cream can't be had. This club will, in the future, be known as the Bluff City Wheelmen, and their object is to give social enjoyment to their members, ride the wheel when they can, teach beginners and help those who have not fully mastered the use of the wheel. As soon as our country roads are passable, club runs will be taken to neighboring towns within a radius of twenty-five miles.

The officers elected for the first term are: President, D. A. McOmber; Sec. and Treas.

C. J. Scherer; Captain of Club, O. C. White; 1st Lieut., R. W. Slusser.

Our club, as seen from the above date, is still quite young, and possesses neither pool table nor bugle. But one of our members has tendered us the use of his office, free of charge, handy to which is both piano and organ, and a quartette of our members are now devoting their spare moments, to the well-known musical entertainment of "Kaiser Don'd You Vont to Buy a Dog."

Craving both your indulgence and necessary space in my old friend THE WHEEL, I sign myself,

THE OWLD MAN.

WESTMINSTER JOTTINGS.

[REGULAR CORRESPONDENCE.]

March 13 marked our first run of the season of '87, and altho' we have had three inches of snow, and plenty of mud as a natural consequence since, we feel immensely better in the knowledge that we "got one on 'em." Four members were all we could muster, but the ride to Carrollton—six miles—over a good hard pike, which was in fair condition, was thoroughly enjoyed.

The "Cycling Ramblers" (our corporate title), held their annual election—I might almost say annual meeting and election—last Saturday night, the 26th inst., with the following result: President, B. F. Crouse; Vice-President, N. H. Baumgartner; Secretary and Treasurer, J. H. Cunningham; Captain, W. L. Seabrook; Lieutenant, Arthur F. Smith; Color-Bearer, A. H. Wentz; Bugler, J. S. Weaver. Ex-President Fink made a short speech, and in the absence of the President elect, the Vice-President took the chair. Blue and pink were chosen as the club colors.

A committee was appointed to see about participating in the semi-centennial celebration of Carroll County, on April 11, Easter Monday, and of inviting visiting clubs, the result of which I will give anon.

No. 5100.

ARKANSAS NEWS.

[REGULAR CORRESPONDENCE.]

With the Spring, bicyclers in the Bear States begin to prepare for the coming season; new mounts are coming in, and the "boys" generally seem to be awakening.

The long-talked-of race meet will be held on the Pine Bluff Track, April 19, and lively times are expected, for the championship of the state is at stake. Davison and Band, the crack riders of our capitol, will try each others metal, as will several other lesser lights.

The "Arkansaw Travelers" of Little Rock, adjourned some time since, for the Winter, but will shortly reorganize for the coming season. They are talking of adopting the League suit as uniform. Three wheelmen from the Capital rode down to Pine Bluff last Sunday upon their bikes. They accomplished the forty-six miles on a dirt road in eight hours, and were met eight miles out, and conducted into the "City of Pines" by Lawrence O. Knox, one of the most enthusiastic wheelmen of this section of the State.

Pine Bluff, by-the-by, is coming to the front in manly exercises. An Athletic Club has just been formed, with ample capital for a gymnasium, boating club and bicycling.

Several new mounts have made their appearance, and others are expected.

Arkansaw Wheelmen are making preparations to send a large delegation to St. Louis in May, and everyone who can leave his business will go.

The writer has been using his "bike" for, he thinks a "new wrinkle" in wheeling history. He has large interests in cotton, and must see every portion of two plantations twice a day. During the warmer months it is very hard on horses, as a long distance must be accomplished in a short time. Last Summer, the idea occurred to try the "silent steed." The only obstacle he feared was this: roads which divide the plantation into squares, permitting passage without injuring the crop, are sandy, and he did not know but what riding was impossible. Practical tests have proven a success, and the rider hopes to make his rounds hereafter in a much quicker and more satisfactory manner.

In my last letter you added a portion of one from W. L. Surprise, Memphis, Tenn., to mine. Please make the correction.

S. G. SMITH.

FROM THE SHORES OF THE PACIFIC.

The Century run of the San Francisco Bicycle Club took place on Sunday, the 13th inst., the following members participating: Capt. Houseworth, Lieut. Wheaton, Messrs. Finkler, Fonda, Patrick, Larzelere, Brown, Haslett, Letcher, Gibson and Giffen, also P. E. Haslett, of the Bay City Wheelmen; and Geo. H. Adams, unattached. They started at seven a. m. from Twenty-first and Mission Sts., following the San Bruno road. The great mistake seems to have been in allowing the members to travel as they pleased, and the result was a race from the word go, and they immediately commenced to string out in small detachments. At Belmont, Larzelere broke the backbone of his wheel, and as this gentleman is considered one of our flyers, an immediate exchange was made with Wheaton, who, in turn, exchanged with Fonda, who took the train home.

The first man to arrive in San Jose was the unattached Mr. Adams, some thirty minutes ahead of the rest. At San Jose all but five took the train for home, and two more also trained it home, leaving three members to finish.—Messrs. O. C. Haslett, Beverley, Letcher and H. C. Finkler. An examination of the cyclometer, however, revealed the fact that ninety-five miles only had been ridden. To make the hundred miles, Mr. Finkler rode around the streets, and was, therefore, the only one to take the century ride, although, in my opinion, a great many more could have ridden the distance, they seemed to lack the head, no preparations or schedule of time and distance having apparently been made.

Messrs. Welch and Mohrig, of the League Meet Committee, visited Santa Cruz on the 12th inst. to see what arrangements could be made. They were received by Consul E. N. Radke, and Robert Effe, the Mayor. They found the streets perfect for parade, being laid with asphalt. The use of the one mile track is offered gratis, and the use of fifteen men to prepare the streets is also gratis. A prominent jeweler offers a valuable medal for one of the races, and many of the prominent business men offer to club together and present a handsome trophy to the best represented bicycle club in point of appearance and numbers. It is also suggested, that, as during the month of July, the town is full of visitors, it would be well to give a ball on Saturday evening, July 2, the proceeds to go to the Division. In fact, everything is ready for business except accommodations; the hotel proprietors seem unable to guarantee accommodations, as the influx of visitors during that month actually doubles the population. It does seem as though we would be forced to camp out, but perhaps something better can be done before that time.

HOGKIM.

In the immediate future we hope the manufacturers will be kept busy all the year round, supplying the demand in the north in summer, and in warmer countries in the winter. An order received from Cuba last week by Wm. Read & Sons is a move in the right direction.

CHICAGO NOTES.

I dropped into the rooms of the Illinois Club on Saturday evening and found the usual crowd of enthusiastic club Ananias. Treasurer Sloan took the prize for the best story, which had such an astounding effect on Griffiths, that he went out forthwith and broke off his handle bar with which to hammer himself. All that is necessary to be said about this great tale is that it was an episode that occurred at the Lindell House, in that little bit of a suburb called St. Louis.

The *American Wheelman* takes editorial umbrage at my item concerning the identity of LOOKER-ON, saying that a full grown man should be employed as your Chicago correspondent.*

At the regular meeting of the Illinois Club, Sec.-Treas. Griffith tendered his resignation, as he contemplates removing to California. Mr. Furgerson was elected Secretary, and Sloan (the prize story teller) Treasurer.

By Griffith's resignation, the club has lost one of its best members and officers, and a man whose place in the club it will be hard to fill.

The club is in a flourishing condition, and has, in my opinion, the best located and appointed bicycle club-room in Chicago. On Sunday morning some twenty odd riders turned out for an impromptu run, and this is a thing that cannot be said about any of the other clubs.

There is some disaffection in the camp which has made Van Sicklen their pet, and it is yet possible that Burley Ayers will be Chief-Consul for another year. I have it from good authority that two members of the Illinois Cyclers pledged the vote of the whole club for Van, and this was the main cause of Burley's resigning (his way of thinking being, that when a man is getting undesirable to his own club associates, it is about time he got out of office.) It now turns out that these two politicians counted without their host, and the club has summarily sat upon them. They have returned to their old love, and quite a number have been kicking themselves because they voted for Van, and are now trying to get their votes back to change them. Van may be a good man and all that, but he is not the man for Chief-Consul.

A Western monthly makes the note that only in St. Louis do wheelmen ride down town to business. For their edification I will state that 99 per cent. of the wheelmen of Chicago ride to their business every morning. The fact that I could ride down town every morning was the sole inducement for me to buy a wheel.

The annual meeting of the Ill. Div. will be held at their headquarters at the Lindell House immediately after the general meeting at the League meet in St. Louis.

I was shown a proof of the Indiana Road Map, and you can take my word for it, it is a dandy, in fact a "jim dandy." [A prize will be given to the man who sends in the best interpretation of a "Jim Dandy."—ED.] It contains all roads in large lines, with all rivers, railroads, and in fact is the most complete road map that I have seen. C. C. Irvin certainly deserves credit for having compiled it in such an able manner.

Bicycle trade is booming in Chicago. A large hardware house (Hibbard, Spencer, Bartlett & Co.) now handle the Royal Mail.

Those two bosom friends (?), Peters and Van Sicklen, rode out to Englewood in the same train one night this week. What surprises me most is that there was nobody killed.

Geo. Kluge, the brother of the noted Star rider of the same name, and Ehlert, are regarded as dangerous men in the Pullman Handicap, and both say they are going to do their level best to get there. Kluge is in prime condition, and no doubt will make it hot for Ehlert.

At the run of the Illinois Cyclers one Sunday, there were quite a number of casualties. Tom Roe set the ball rolling by ripping off the front tire of his deadly Star, and falling on top of half a dozen cranks; then Riggs broke his rear rim, and Griffiths broke his handle-bar, not counting the number of spokes bent and broken. THE KID.

*[We have only to say that while the *A. W.*'s remarks may have been well-intentioned, we are running this paper, and THE KID quite fills the bill, according to our notion. THE KID need not excuse his youth. Half of a man's lifetime is spent in anticipating manhood; the other, and latter half, is often sadly reminiscent, and envious of youth.—ED.]

BROOKLYN NOTES.

THE OWL must have slipped down from his perch on the handle-bar, and paid us a visit; or perhaps Brooklyn is not so far from his abiding place but that his eyes can take us in with their comprehensive blink. Certain it is however, that his recent assertion that "club politics and club rivalry are making Brooklyn just at the moment, the liveliest cycling centre in the country," flavors of an intimate knowledge of the subject, as recent developments have confirmed.

The comments among wheelmen generally on the K. C. W.'s family jar seem loath to die away, and as they are but the faint outside ripples, the feelings at the centre of the disturbance are probably still strained and unnatural. Philosophy is an attractive thing in the abstract, but for enthusiastic wheelmen to accept a defeat philosophically is hardly to be expected. Human nature will assert itself, and the fact that the K. C. W. are no exception to the rule, shows that they are men of spirit, but fortunately of that spirit which is responsive to the beneficial results of nature's consideration. Let not this affair prey upon your considerate souls! Shake not your heads in wise prognostication! The bone and sinew of the Kings County Wheelmen love too well her fair name, and the days of her future shall be as a golden ring of prosperity—without end.

By the way, did it ever occur to anyone that the opposition to the Long Island Wheelmen might have been caused by their not putting men on the ticket, like the other clubs. No offense, gentlemen of the L. I. W.; simply a coincidence—Bridgman, Barkman, Greenman. This being the case it *Loucks* as if the K. C. W. would bridge over the strain of their late election, and the Brooklyn's bark carry them on a safe voyage through the treacherous waters of the League, provided they don't Potter with the work upon them. It is only natural, too, this being the Ilderan's first dabble in the L. A. W. ticket, that they should be Green on the subject, and had they but a *Share* of the Long Island's experience in such matters they too could say, "call us combatants for the rights and privileges of wheelmen."

The Long Island Wheelmen are prepared to vacate their rooms on May 1st, although arrangements may be made to stay longer, as Schwallbach assures them that he does not wish to force them to the inconvenience of having no headquarters, or only a temporary place, which they would not go to the expense of fitting up, pending their removal to Bedford Avenue. *Appropos* of club men coasting down Lookout Hill and the West Drive, would it not be well for anyone detecting such an infringement of rules, to at once notify the Captain of the Club to which the offender belongs. We excuse the right to warn or admonish a wheelman who violates the rules which we wish to see enforced, but such a course is often resented as an unwarranted personal interference, whereas a word of caution from one's superior officer will always be effectual.

The Kings County Wheelmen expect to put their last year's team in the Inter-Club race. The statement in the *Bicycling World* that Valentine would "push the levers" is not in accord with his latest ideas. He has had the "Star" fever, but he does not wish to part with his old friend, the "crank"; and knowing the impracticability of racing on both wheels, he seems to have been reduced to the condition of the maiden who could "love one, were t'other dear charmer away." The Club feels confident of a third victory, but from Jersey there comes the ominous sounds of gymnastic exercises and swift flying wheels. Their echoes faintly wafted across the great bridge, seem to say, "Brooklyn must hustle."

The healthful growth of the Ilderan B. C. must be largely due to the gradual introduction of older blood, which has certainly given them more stability than they possessed in the days of their youth. They confidently expect to pass the "Half-Way House" before May 1st, and then, without stopping, to press on to the sixty mark. We watch with interest their "boom" for first place in the Western District.

The Prospect Club are attempting a final re-organization. If at this season of the year they fail to pull themselves together and secure a location we would advise them to give up the ghost.

The member of the Calumet Club who was injured last week, is reported as having withstood admirably the effects of a dislocation and double

fracture of the arm. He caused to be penned to Dr. Brush, Surgeon of the Brooklyn Bi. Club, a neat letter of thanks for the kind relief offered him by the latter, who was fortunately on hand at the time of the accident. As yet, the Calumet's have not secured rooms. We can sympathize with them in their unpleasant task. We have been there.

The Representative war still rages right merrily. The opposition ticket has secured a lead on the regular ticket, from the fact that it was distributed two days before the latter, and to our personal knowledge, several of the six-name ballots were voted immediately upon receipt of same. We are pleased that both tickets are now in the field, as it places the supporters of them on an equal footing. The relations of the clubs of Brooklyn have always been of such an indefinite character that interesting developments may be looked for. We firmly believe, however, that this little "shake up" will not be prejudice to harmony in the future, unless the bold attempt to leave the Long Island Wheelmen *totally* unrepresented in the Board, by the suffrages of their fellow-wheelmen, is sanctioned by the great power—the majority. The scheme is most radical and unprecedented in its nature, and we fear that its shaping hands were blind to the difference between a personal opposition and an attack upon a club's representation in the national body. By all means, give the L. I. W. representation. ALBERT.

BROOKLYN BI. CLUB ELECTIONS.

The rapidly approaching elections of the B. B. C. are exciting more attention than usual, on account of the strong opposition to the regular ticket. Opposition and dissension seem to be meat and drink to Brooklyn wheelmen, of late, but in this case, there seems to be some cause for war, or *causus belli*, to draw on our limited stock of latin. The two tickets are as follows:

REGULAR NOMINATIONS.	OPPOSITION.
For President, L. W. Slocum.	
For Vice-President, A. C. Brush, M. D.	W. R. Suedeker.
For Secretary, Hermann H. Koop, Jr.	
For Treasurer, Howard Raymond.	
For Captain, A. B. Barkman.	
For 1st Lieutenant, Geo. Bancroft.	B. J. Kellum, W. H. Meeteer.
For 2d Lieutenant, G. E. D. Todd.	W. S. Vail.
For Surgeon, A. C. Brush.	
For Color Bearer, Eugene Williams.	Lincoln Brunn.
For Bugler, W. E. Fuller.	
For Trustees, A. H. Blood, W. F. Homan.	I. B. Potter, F. B. Jones.

The supporters of the opposition ticket principally object to Messrs Potter and Jones being shelved in favor of Messrs. Blood and Homan, neither of whom have ever done anything in the club, and besides, are novices in wheeling. On the other hand, Mr. Potter is chairman of the Rights and Privileges Committee of the State Division, and is more actively identified with League interests, than perhaps any other member of the club, with the possible exception of Mr. Barkman. Mr. Jones has been a hard-worker for the club from way-back, has done good service on the Roads Improvement Committee, and is well-known and popular with all the local wheelmen. It is simply a case of lucre versus brains, and we hope all loyal members of the B. B. C. will support the opposition ticket.

FELIX.

The Citizens Club has 125 members. The dues have been raised to \$30 per year. Club life in the metropolis comes rather expensive.

Messrs. William Read & Sons report an extraordinary demand for New Mails; the orders come in so fast that the shipping department is "up to its eyes in work."

Racing at Faribault, Minn., on March 12th, at the Roller Rink, Twenty-five miles match race, Fred Straub, 1h. 32 $\frac{1}{2}$ m.; Grand Bell by three laps; 17 4-17 miles covered in the first hour.

MINNEAPOLIS.

In this quiet little corner of the world, it is difficult for those not ambitious for office, to realize the amount of strife and bitterness the Executive Committee's action and letter in the *Bulletin*, has stirred up among Eastern wheelmen, if we may take the *Great American Prevaricator* as representing any considerable portion. [Which it does not, Ed.] The ex-Secretary-Editor in particular, seems to have invested in a fountain pen fully charged with gall and bitterness of spirit, and his letter, filled with personal reminiscences, and, to put it mildly, sarcastic illusions to the members of the Executive Committee, with whom his relations had been of the closest, and who are said to have stood up the longest for him at the Board meeting, is in refreshing contrast to the piteous appeal for help of a few months before. To an impartial spectator, such a communication puts him in a less favorable light than before, and necessarily injures his cause. In comparing THE WHEEL with the *Bulletin* and *Bi. World* in appearance and general get up, my humble opinion is, that they stand no show at all.

We are to have some variety of makes to choose from this year, for in addition to others mentioned before, I learn that Grant Bell will handle the New Rapid for this city, and samples will soon arrive. To quote from him, "Any crank wheel not having a true tangant wheel, and ball-bearing head, stands no show this season." I think that's putting it a trifle strongly, but the improvements are steps in the right way.

The Victor Light Roadster has also made it appearance, and is as neat a machine as I have set eyes on for many a day. No need of praising it, for the workmanship speaks for itself. Everything superfluous seems to have been discarded, and the finish is very attractive—to me. Competition bids fair to be lively, with seven makes of wheel in the field, against only four last year.

Kennedy-Child was in the city a short time ago, making the Pope Co.'s representative a flying visit, but I was not fortunate enough to meet him, as, with my usual luck, I stepped into Heath's about ten minutes after he had left for the depot, on his way East.

I have just been reading Mr. Weston's scheme, for the formation and guidance of an American Division of the C. T. C., and think it clearly drawn, and very feasible. Whether the idea strikes the Council at London as favorable, is much more important, and remains to be seen. If I did not know it is a hopeless task to attempt converting Karl Kron from any of his cherished ideas and hobbies, I should feel inclined to reply to his last vicious dig at the C. T. C., under cover of which he cleverly rings in an ad. for "X. M. on a Bi"—that anxiously looked for work. As it is, I will simply advise him to send in a year's subscription, read the *Gazette* attentively during that time, and be converted, in spite of himself.

It is always easy to criticise and find fault with any organization's management, but if the English writers had been so disposed within the last month, there have been countless weak places in the armor of the L. A. W. to strike telling blows at, and thereby exalt themselves. To their credit let it be said, the organ of their largest organization indulges in nothing of the kind, and what allusion is made, is in a considerate manner.

I fancy the coming L. A. W. election will awaken very little interest in this state, and the present ticket will be easily reelected, as the Chief Consul gives universal satisfaction, and is fully capable of filling the position. What would interest us more than anything else just now, would be the arrival of "Gentle Spring," for good. Frequent nightly falls of snow, and days just cold enough to freeze mud solidly, keep the streets in a condition, that very strong and expressive language is needed to grapple with. The snow that has lain on the ground for over four months has a decidedly worn-out and dingy appearance, and another color, some thing greener, would give the tired eye a rest. That reminds me that readers also have their feelings, and well know when they have had enough. L. B. G.

FROM THE ORANGES.

SOME PERTINENT QUERIES FOR L. A. W. STATESMEN.

Two errors about this section appeared in the last *Bulletin*. It was said that "the capital stock of the N. J. Cycling and Athletic Association will be sold at auction next week. The venture was not a paying one." If the writer of that statement had been a little more careful, a very different impression would have been given. The stock to be sold at auction consists of only a few shares on which the assessments have been only partially paid. If the balance due on these shares is not paid up by the subscribers, these particular shares will be sold.

The other error is in the department of "The Club," and locates the Wanderers in "New York City."

My friend "Ratchet," who writes "In and around Newark" for the *Bi. World*, sometimes hears strange rumors. One rumor has reached him to the effect that Fred. Jenkins is to manage the Roseville track again this year. This, I think, is an error. A prominent officer of the Cycling Association told me he would not.

I quite agree with "Ratchet" that the charges were too high last year.

Another mistake was in the amount of the advertising done, and the direction it took. A great deal was done in a direction which did not bring a single person to the tournament, and local patronage was not catered for until the last moment. When the Wanderers held their meet, they sought chiefly for local patronage, and they *more than paid expenses*.

It is a little surprising to me that League members have so little to say through the cycling press on the subject of the different League difficulties. Doubtless, every member has an opinion on recent events, and these opinions, as expressed in private, are often very vigorous. The only way that expression of opinion comes from the rank and file is when renewal time comes. If this be true, and I think it is, what does the loss of over 3,000 old members mean in the League at large? To come nearer home, what does the loss of 272 out of last year's 953 members mean in New Jersey?

I hope the new Board of Officers will ponder over these facts. We ought to have a thousand members in this State, and we could have them if there was proper energy manifested. Let us at least keep from taking a tremendous step backwards another

year. What is done this season will tell upon the renewal and application lists next Winter. An active management will ensure a tremendous advance. Inaction will further decimate the Division.

The great question before the League just now is, how to reduce the weekly loss on the *Bulletin*. It is observable to newspaper men that the new secretary is making wise and laudible efforts; but the real remedy rests with the League.

Two years ago, I was one of the few who insisted that a *bi-monthly* issue was all that the League needed, or could afford. Our little party was almost hooted into silence, for, what I may call, the Aaron idea was in the ascendant. Now we have had some experience with the Aaron plan, and have paid some five thousand dollars for it. How would it do now to try the plan of a bi-monthly, save one-half the cost of paper and of printing, and have the *Bulletin* self-sustaining?

5678.

PITTSBURG NOTES.

An unusual press of private business prevented any communication from me last week; but since then I have been able to get together a few items one of the most interesting to us, is the almost assured fact, of having a good quarter-mile cinder track, on the grounds of the Pittsburgh B. B. Club, of the National League. On their grounds is a fine grand stand, capable of seating 3,500 persons, and 32 private boxes, seating seven each; then there are two uncovered stands, with a capacity of 2,000 each. Toilet rooms, refreshments booths, etc., for use of patrons are there; the park is within one square of two lines of street cars, and the Penn. Co. run a special train to all games.

The Allegheny Cyclers are pushing the matter, and feel sure of success. The same club feels very sore, over the probable loss of representation in the League. Having a membership of thirty-six active wheelmen, they nominated their captain, W. D. Banker, for the place, but in some way, the name of their president, Dr. Bean, was given to the committee on nominations, and he, refusing to accept, they substituted some one else; thus the matter stands.

The "Traction Bill" just signed by the Governor, which has caused so much newspaper notice throughout the state, promises to be a good thing for Pittsburgh Wheelmen, as it is proposed to lay an asphaltum surface the full width of the street, over the entire line, a distance of nearly six miles. This will be an especial benefit to the Keystone Club members, nearly all of whom live in the Eastern part of the city, to where the proposed road will run.

Several members of this club talk of joining Mr. Collamer's southern tour for the League Meet, and will no doubt do so; still another proposes riding all the way a wheel, and as he is an expert, will probably carry out his design.

George A. Jessup for Chief Consul, is a most excellent nomination, a benefit to our Division, and he will receive the cordial support of all wheelmen here, and we trust throughout the state; another equally deserving, is that of T. H. Wright, the present Sec'y-Treas., for Representative.

KEYSTONE.

MR. DUCKER'S ALLEGED MIS-REPRESENTATION.

Many of our readers are doubtless not aware that Mr. H. E. Ducker and Mr. Geo. Lacy Hiller and other English editors had a wordy war last Fall. They claimed that Mr. Ducker had no reason to believe or publish as a fact, that certain English amateurs, so-called, would attend the Springfield Tournament. Mr. Ducker claimed that he had the promises of certain manufacturers to supply certain men. The O'Faed was appointed a committee of one, to whom Mr. Ducker submitted the letters referred to. Below will be found the committee's full report, which entirely exonerates Mr. Ducker from charges of misrepresentation, deceit, etc. But it also proves that Mr. Ducker, or rather the Springfield Club, fostered and encouraged promateurism, or rather fraudulent amateurism, by entering into any arrangements to put the Englishmen against Americans, of whom many were undoubtedly pure amateurs.

THE COMMITTEE'S REPORT.

"I have examined a number of letters and telegram forwarded to me by the President of the Springfield Bicycle Club, and hereby declare that I am satisfied, from the contents of those letters and telegrams, that the said club and its officials had good and reasonable ground for believing that the amateur riders who were named in the newspapers last season as being expected to race at Springfield, would actually do so.

I declare that the statements contained in the *Wheelmen's Gazette* for October, 1886 (page 164), are true, in so far as they concern the possession of these letters from firms in the trade, undertaking to procure the attendance of certain amateurs for sums of money named and agreed upon with the Springfield Club.

I declare that from my own previous knowledge, some at least of the firms so bargaining, were of a status and repute sufficient to justify the Springfield Club as credibly accepting their confident assurances that they had the ability to carry out their bargains.

The *Cyclist's* accusation of falsehood is thus disproven.

But on the other hand I consider that these firms assumed an unwarranted degree of license in the matter, and were to blame for making bargains of the sort which (of my own knowledge I am aware) they could not be sure to carry out, and which, in the event, they actually failed to carry out.

None of the letters incriminate any of the riders named, there being nothing to show that they had been consulted at all in the matter."

ARTHUR JAMES WILSON.

THE FACILE WHEELS FOR 1887.



"Gearing" consists of making the driving-wheel to make more than one revolution for each complete stroke of the legs. Two types of geared bicycles are in market, called after the names of the particular machines of those types that first attracted attention. The "Kangaroo" type is a re-

vival of the Hall Safety, which appeared in 1881 and was then unsuccessful; it is a very small bicycle of ordinary shape, driving the front wheel by two disconnected cranks and two chain-wheels and chains. The "Rover" type is still older, having been patented in 1879 as the Bicyclette; it follows in general shape the ancient velocipede or "boneshaker," seating the rider nearly between the wheels, steering with the front wheel, and driving the rear one by a rotary shaft and cranks suspended just in front of the wheel and using one chain only. The "Kangaroo" type, although scarcely known in this country, has for the past two years had a considerable sale in England; but it is now eclipsed there by the rear-driver pattern, and this latter will probably be pretty strongly pressed in this market as the ultimate improvement.

Gearing is now offered on the Facile in two patterns. There is no chain; the driving is by a Sun and Planet gear, placed on one side only, power from the opposite lever being transmitted to the gear, so that the levers drive equally. In appearance the front-driver is hardly distinguishable from the usual Facile. A hollow axle connects the hubs, and through this passes a solid axle on which the cranks are placed. The larger, or Sun wheel, is a fixture with one hub outside the fork, and revolves with the driving wheels; the smaller or Planet wheel at the crank-end travels round in a circle with the crank, but does not itself revolve, being held fast by the connecting-rod, so that the same teeth always point towards the ground. The wheels have thirty-seven and eighteen teeth respectively, the effect of the "odd tooth" being to lessen wear, by lessening frequency of contact between the same teeth. The operation is that while the cranks and inner axle make one revolution, the hollow axle and driving-wheel make one and a half.

THE FACILE TRICYCLE.



By using a central-driving wheel, this new machine dispenses with balance gearing and gains much in directness and simplicity. By having two small wheels and one large one, instead of the usual two large wheels and one small one these advantages are attained; the smallest wheel has the smoothest part

of the road; the total size of wheels and weight is much reduced; and the frame is simpler and smaller. Through the saddle-post, which, with its brace-tubes, forms a triangle, passes the steering-rod, operated by both handles and both arms equally, the curved handle-bar passing behind and forward of the rider as in an armchair; two small fixed wheels and a steel band transmit the motion to the reversed steering head. The steering-wheels run freely on the cross axle, which itself forms a most important foot-rest. The machine is a straight steerer, and could even be guided by the feet in case of necessity. The brake is ample for control under any circumstances; it is a spoon on the driving-wheel, operated by the foot, and is within easy and instant reach. By turning on one side, the machine will pass an ordinary doorway. The frame including levers and cross-axle, is weldless steel tubing. All bearings except one on the head (which could be made so to order) are adjustable ball. Front wheels are twenty-four inches; driving-wheel is thirty-eight to forty inches; tires 3/4 and 5/8. Finish, enamel, with nickel trimmings. Weight forty-six pounds; gentman's pattern, fifty pounds. This is from twenty-five to forty pounds lighter than other tricycles for road use. Lever driving requires less movement of the feet than the rotary, and is more graceful and desirable for ladies: the remarkable lightness, compactness, and simplicity of this machine, together with its ease of running and its perfectly open front, make it the best ladies' tricycle in the market, and as such it was primarily designed. Up to the date of this list, it has been built ungeared, but the Facile gearing can be applied to order, at probably some extra cost Imported to order only. Price \$150.00.

THE LONG ISLAND ROADS.

The Roads improvement Committee, consisting of F. B. Jones (Chairman), A. B. Barkman, and F. B. Hawkins, appointed by the Brooklyn Bicycle Club, have given a representative of THE WHEEL the result of their work. The Committee were instructed to call on the city authorities, to learn if any improvements of that part of Fulton street in the 26th Ward, or of the Eastern Boulevard, were contemplated. They were also authorised to devise some way of improving the roads to Jamaica, via the Clarkson street route, provided no improvements were contemplated by the city. They learned that the Eastern Boulevard was controlled by the Park Commissioners, and that the part of Fulton street referred to was in the hands of the Jamaica Turnpike Co., which is being sued by the city to get control of it, when, if they succeed in their suit, it will be paved with Belgian blocks, \$500,000 having been appropriated for that purpose. Rockaway Avenue and Liberty street will also be paved.

The Committee and Mr. I. B. Potter, chairman of the Roads Improvements Committee of the State Division, will call upon the Mayor, and advocate the laying of macadam instead of the Belgian blocks. Meanwhile nothing can be done until the suit is decided.

Mr. D. Rogers is in England, "shipping tandems as fast as he can."

The Cits elected six and the New Yorks eight men at their last meetings; one of the effects of the bicycular boom.

Chicago wheelmen are mourning the loss of a member of the Owl Club, who is reported to have Canadianized, to the dismay of several young ladies to whom he had engaged himself. Several jewelers also are minus the cost of the several diamond engagement rings which he selected, and a number of friends have marked his I. O. U.'s. "N. G. H. G. C.," no good, has gone Canadaward. What a rare lot the coming Canadian generation will be!

ST. LOUIS VAPORINGS.

So you want a St. Louis correspondent. Well, I am naturally glad to hear it. The old WHEEL and I maintained a gratuitous friendship under the Jenkins regime, and I am pleased to renew the acquaintance, trusting that the veterans of wheeling journals, will take kindly to my gaseous remarks of now-a-days.

Even at this early date, the League meet is the one absorbing topic. The election of Division Officers, however, diverts our attention for a little time. W. M. Brewster, is the coming Chief Consul, and different factions are pushing their candidates for Representatives, of whom we are entitled to four. Sounds small to you in the East, I suppose.

Alley Stewart, in charge of the official programme of the meet, will be accompanied to Chicago to-night by Captain Brewster and Rep. Beach. Stewart assumes an air of mystery as to the purpose of the trip, but the fact is, they have gone to persuade Burley Ayers to do the descriptive work on the programme, and to tap the plethoric purses of a few cycle manufacturers in the same connection. If they secure Burley's services, just make a note of the fact, that the programme of '87 will be a treasure, to be stowed away and perused years hence, as a pleasant reminder of a jolly old time. Ayers' pen draws poetry into the most prosaic subjects. His prospectus of the St. Louis County Tour of last year first excited our admiration, and this was followed by his brilliant description, which doubtless of itself lured many into the last L. A. W. tour.

Meet matters are right on deck, and we are right proud of the satisfactory progress made. The fund question is of course the most ticklish one, but the boys are forging ahead, unabashed by the various rebuffs and excuses they meet with. One wheelman who slaves on the East Side all day, has missed his supper at this end of the bridge several times, by tackling business men after six o'clock. President Stewart, of the Missouri, has proven, that on a pinch, blood may be extracted from a turnip—i. e., that even the government can be made to appreciate the enterprise, by donating a handsome sum to the fund.

In the absence of any apparent scheme, which may be assigned as the cause of the proposed full representation of eastern divisions at the meet, it is a matter of pride to St. Louis, that this is the case. Never before has such deep interest been shown. If the system continues in later years, what a scramble there would be for the office of Representative, by those who turn up their noses at it now. A regular snap!

Ladish, of the *Wheelmen*, and Hicks of the *Post-Dispatch*, are having it up and down, relative to the selling of pools on the coming road-race. Jack Rogers, it appears, opened a book on the event, and a local daily credited Ladish with the enterprise? Then, in a moment of weakness, Ladish allowed the fact to appear in his paper, thereby sanctioning the scheme. The *Post-Dispatch* man waited for no more proof, and rushed about town, interviewing prominent cyclists, including Hendee and McCune, of Springfield, and printing their opinions, which were unfavorable to the scheme. Ladish repudiates any connection with it in another paper, and privately threatens to

THE CELEBRATED

PIANOS. SOHMER PIANOS.

* * * * *

ARE AT PRESENT THE MOST POPULAR,
AND PREFERRED BY THE LEADING ARTISTS.

Nos. 149 to 155 E. 14th St., New York.

lick the *Post-Dispatch* man, if he don't stop his "monkey business." So it goes. We are always having some sort of a racket.

Hendee will not enter the road race. This is too bad, but he says his contract with the Springfield Roadster people precludes the idea, besides, it is safety and not speed he claims for the wheel. McCune will probably be here April 3d, with one of the machines, and St. Louis will have the honor of giving it the first and convincing test, on the De Soto Hills.

Division Secretary Lewis, who goes to Europe for a six-months' stay, was given a quiet but hearty send-off last night, by a dozen or so of his intimate friends. They spirited the genial "Ab." down to the Lindell Hotel, where one of Beers' best supporters was spread for the party. They enjoyed themselves in a farewell *tete a tete* of a couple of hours, and Ab. goes away, fully convinced that there is nothing more to be proud of, than the fellowship of cyclers here at home.

I am only gauging your capacity this time, dear WHEEL. If you find me agreeable, I will continue to give you an occasional exhibit of

GAS.

St. Louis, March 26th, '87.

UP ALBANY WAY.

The annual election of the Albany Wheelmen occurred March 15, the following ticket being elected: President, C. S. Shanks; Vice-President, E. V. Denison; Sec.-Treas., Henry Gallien (re-elected); Captain, R. Robe; 1st Lieutenant, Wm. Honig; Color Bearer, T. H. Clemishire; Board of Trustees, H. E. Hawley, Jas. Bradley, J. H. Rathman and N. H. Wendell. After the meeting adjourned, the newly-elected officers entertained the members with a bountiful supply of edibles.

The Sec.-Treas' annual report showed an increase in membership from seven to forty-three active wheelmen, and a large balance in the treasury.

Mr. Hill, representing W. B. Everett & Co., was in town last week showing the new Apollo Safety, which created a very favorable impression.

The Ridgefield Athletic Association have appointed a committee to make arrangements for a grand "Field Day," which will probably take place on Decoration Day, and will include some wheel events, as they have an elegant three lap track.

Mr. A. P. Dunn, one of the racing team of the Albany Wheelmen, and Mr. A. J. Gallien, Vice-President of the same club, were recently married. Each received a handsome present from the members, who attended the ceremony in a body.

Great interest is manifested in the N. Y. State Div. Meet, to be held at Cooperstown this Summer, and information is awaited with great expectations from the committee who have the matter in charge. Come gentlemen, wake up, for the cyclers are laying plans for their Summer vacations, although we have banks of snow from eight to ten feet deep in our streets.

TOILER.

THE BEST EVER ISSUED.—"Allow me to congratulate you on the last *Wheel*. It was the best number ever issued." *Extract from private letter.*

GOODS CALLED FOR AND DELIVERED FREE.

The Plaint—
"O Luna dear
With thy light clear
Pray lighten my distress.
I weep and sigh
Each day for I
Can't buy me a new dress."



The Reply—
"You are absurd.
Have you not heard
Lewando can dye dresses
So that they'll do
As well as new?
That secret he possesses."

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LEWANDO'S FRENCH DYE-HOUSE

Every Variety Fine Dyeing & Cleansing.

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5th Ave., cor. W. 14th Street,
731 6th Ave., near 42d Street, } NEW YORK.
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17 Temple Place, BOSTON, MASS.

BICYCLING CELEBRITIES.

Do you want a splendid photograph of
THOMAS STEVENS?

We can furnish it to you just taken, Cabinet size, or 11x14. We have also a fine line of well-known cyclists, including Woodside, Morgan, Higham, Shock, Prince, Hardwick, Snyder, Armaindo and Savage, the Minnesota Champion—Amateur. A dozen others, also.

Prices: Cabinets, 25c. Each.
Large Photos of Stevens, \$1.50.

OSWALD BROS.

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ANNOUNCEMENT.

MR. THOMAS STEVENS,

The famous Bicyclist, will deliver the first Lecture descriptive of his wonderful travels, entitled,

"AROUND THE WORLD ON A BICYCLE,"

AT THE

BROOKLYN ACADEMY OF MUSIC,

Saturday Evening, April 16, 1887.

This will be Mr. Stevens' only Lecture in this vicinity this season.

The sale of Tickets will commence on April 4th at CHANDLER'S, 172 Montague Street.

Admission, 50c. Reserved Seats, 75c.

WHEEL GOSSIP.

The Lynn Club has decided to hold a race meet on May 30.

Mr. H. W. Gaskell has entered the employ of the Pope Mfg. Co. as head salesman.

F. B. Jones, Brooklyn B. C., has been appointed L. A. W. Consul for Brooklyn.

Singer "S. S. S." Tandem is a great favorite around Newark and through the Oranges.

Mr. H. L. Wilson, formerly with Messrs. Stoddard, Lovering & Co., is in town this week.

Mr. Elliot Mason is becoming exclusive. He has enclosed his office in moire antique curtains.

A bargain is offered in our For Sale and Exchange column by Mr. Chas. J. Earl, of Brooklyn.

All sensible bicyclists use Tutti Frutti. It moistens the mouth and makes road riding pleasurable.

The New York Bicycle Co. will place two new Sparkbrooks for hiring purposes in their uptown branch.

The New York Bi. Company sold seven of the wheels advertised last week in our For Sale and Exchange Column.

The *Bicycling News*, true to its Yankee-Phobian policy, mildly attacks the American Team in its issue of March 19.

"Your paper improves every week. There is more in one edition than in ten L. A. W. *Bulletins*." *Extract from private letter.*

Upon all sides we hear commendation of the new Victor anti-vibration spring, which is used in the Rover-type safety and tricycle.

It is announced that Furnivall has definitely retired from the path, but that he may make a few trials against record during the season.

The Western papers are booming League "tickets," each different from the other. It is rapidly becoming a case of every man his own nominee.

Peck and Snyder's New Mail, in their Nassau St. store, is attracting much attention. New York wheelmen should drop in and examine the New Mail.

Several members of the Brooklyn B. C. have joined the Nassau Athletic Club. It is their intention to run a combined athletic and bicycle meet at Washington Park during the Summer.

Messrs. Devlin & Co., whose card appears in another column, have given eminent satisfaction to the large number of clubs, whose official outfits they provide. Club committees should drop in and get estimates on club uniforms.

Ground was broken on Wednesday for the Long Island Wheelmen's club-house. The house will probably be house-warmed about April 1. The club will have a grand club run from the old quarters to the new house on dedication day.

A contemporary informs us, that "the number of men who want the amateur definition abolished, is growing every day, in fact, they nearly double every week." We advise them to take some Sun Cholera Medicine. It is the best thing for "doubling" we know of.

Messrs. T. M. Hardwick and E. N. Bullock, the professional riders, have entered for the St. Louis Hundred Miles Road Race.

The many friends of our old friend JONAH, will be pleased to learn, that contrary to his expectations, he will be able to devote considerable time to wheeling this year, and that the highways and byways which knew him last year, will know him yet again.

There is no doubt that the Stevens' lecture will create a local boom in bicycling, and the "advertisement" effect can be intensified, if the wheelmen who attend, will wear their club coat and cap. This would give the Academy of Music a distinctly bicyclic complexion.

Local cracks will be pleased to learn that the Staten Island Athletic Club will realter its five-lap cinder path to a four-lap track, with raised corners. The club is deserving the patronage of racing men, and whenever they give wheel events, we hope they will have a large entry-list.

Mr. L. H. Johnson, whose advertisement appears on the last page, is bringing over a number of equal-wheeled Humber Safeties, full descriptions and illustrations of which will appear in THE WHEEL. Mr. Johnson's new store is three blocks East of the Orange R. R. station, and is also on the line of the horse rail-road.

Organized parties from the following clubs will attend the Stevens lecture: New Jersey Wheelmen, Orange Wanderers, Harlem Wheelmen, Hudson County Wheelmen, Elizabeth Wheelmen Citizens, Bi. C., New York B. C., Brooklyn B. C., Kings County Wheelmen and Ilderan B. C. Other clubs are yet to be heard from.

The Cambridge Club ate its annual dinner at Young's Hotel, Boston, last Thursday night. Thirty members were present. H. W. Hayes presided. The guests were Abbott Bassett, Sec. L. A. W.; President W. H. Emery, of the Roxbury Bicycle Club; Capt. W. H. Emery, of the Boston Bicycle Club, and President J. B. Carm, of the Boston Bicycle Club.

Cycling in Australia—Some races were run in Australia on Feb. 5 and 12, in some of which amateurs and professionals competed together. Results: One mile, F. Wood, 3m. 1s.; Con. Dwyer, fourth. Five miles, Con. Dwyer, 17m. 18 4-5s.; Fred. Wood, d. h. for second. Three miles, Fred. Wood, 9m. 31s. Ten miles, C. W. Bennett, 38m. 23s.; Con. Dwyer, third.

Some time since we published a communication from Memphis, over the signature, 7477 L. A. W. Mr. T. C. Peters, of Nashville, writes that this is his number, and that our correspondent evidently forged his number. We publicly relieve Mr. Peters of the responsibility of the article, and regret that, owing to the destruction of the manuscript, we cannot trace the forger.

"Why not do away with the title, President of the L. A. W., and substitute a new and more appropriate one, the Czar of Wheelmen, and thus establish an absolute monarchy in the government of affairs pertaining to cycling"—*Wheelmen's Gazette*. The name suggested by our contemporary would be a misnomer. Czars usually behead people who cast smut at them, and in that case, it might be bad for—well, never mind who. We suggest the title of Serf, or Galley Slave.

We have received an invite from the Scranton Club, to attend the lecture which Thomas Stevens will give under their auspices on April 12. Previous to the lecture, there will be an informal reception at the club rooms, 121 Wyoming Avenue, from five to six p. m., and later in the evening a banquet will be given at the "Wyoming." The invitation, by the way, is a model of good taste, being a rough, ragged-edged white paper, with one cover turned over, and tinted like an Autumn leaf, or a midsummer sunset.

"Wanted: a live man for the League presidency, one with plenty of backbone, and willing to take the bull by the horns; apply at St. Louis, on May 21st. He must be a willing worker and understand the first principles of business. None others need apply." *Wheelmen's Gazette*.

Can it be that Mr. Ducker is the man we are looking for? Do we really want a man who has made his pile, or one who could not sell a peck of potatoes? Do we want a gentleman or a huxter for the Presidency of the League? Are we looking for a business manager or an honorable cultivated man, above those petty tricks called "sharp business practice?" Is the League to be run as a shoe factory, solely to make money, or should it be a dispensing rather than a money getting organization?

MOONLIGHT WHEELING THROUGH THE DISMAL SWAMPS.

[REGULAR CORRESPONDENCE.]

Having heard of the excellent railway side-path from Portsmouth to Suffolk, we—D., B., and yours truly—set out with the avowed intention of making a record, and thus covering ourselves with glory.

Well, we left Portsmouth at 10:30 p.m. under the brilliant rays of old *Luna*, and the picnic opened with a grand promenade on the cross-ties, for about a mile. Then to our great joy, we struck a hard path, and away we went to the shrill whistle of "Love comes like a Summer sigh," when ye scribe, who had the lead, struck a side-rail, causing him to waltz on his head to the tune of that lovely air, much to the amusement of the others, and his discomfiture. Nothing daunted however, we pushed on, and after a comparatively good ride, reached Magnolia, the first station from Portsmouth. After setting on the platform awhile, shivering and shaking, (for it had turned quite cold,) and "chinning" a gentleman of colour, who gave us encouraging accounts of the path ahead, (none of which were verified, however—of course,) we moved on, and after a few minutes ride, struck the Dismal Swamps, and two long miles of sandy road-bed necessitating our strolling along afoot, with our wheels in tow. The swamp was on fire, which is frequently the case, and really presented a pretty sight, but being in rather an unappreciative mood we took little notice of it, and trudged on. At length, the path again became ridable, and away we went on a "spurt," feeling much better, when B., who was now leading, took a "header," and I only missed one by a most marvelous dismount. Looking around, we beheld an amusing sight—B., who so far had met with no mishap, in passing through a sandy stretch had "cut under," and went sliding down a high embankment, and had we not looked around and seen him scrambling up, we would probably have never been the wiser. After extricating him and his wheel with some little

difficulty, we proceeded to Snowdon, another little station, without further accident. It had turned very cold by this time, and we were decidedly hungry. Seeing a store brilliantly illuminated, our hearts fluttered joyously; but alas, our joy was of short duration; we were doomed to disappointment, for after knocking, and banging, and yelling for "cheese and crackers" about ten minutes, we abandoned the project, and struck out for Suffolk in earnest, the path having greatly improved. We reached that little town about 4 a. m., after the roughest ride I ever experienced.

Nor were our troubles yet over, for upon reaching the hotel we found it closed, and all attempts to obtain access, even with the aid of the police, proving futile, we were forced to seek shelter elsewhere. After riding around the town, singing "Little Buttercup," and otherwise making night hideous by our wails, "for misery loves company," you know, we came across an old railway section-house, used for quartering the negro hands, where we found a magnificent fire, with five or six sleeping negroes stretched on boards before it. Undesirable tho' the company, we were glad to stay until day-break, when we again tried the hotel, this time with success, and after brushing up and indulging in two breakfasts, the first obtained by bribing the cook, we started out to "do" the town.

Suffolk is a very pretty little town of some three thousand inhabitants. The streets, or rather the roads, are not paved, but remarkably smooth, and being somewhat "rolling," afford some excellent coasting. After riding awhile, we (I'm speaking individually now,) interviewed several very pretty and charming young ladies, in which—as well as good roads—Suffolk abounds, and, after thoroughly enjoying ourselves thusly, and indulging in an excellent dinner, (so the boys say, but I missed mine,)* we very reluctantly pulled out of Suffolk, and reached home about six p. m., after an uneventful ride. V. P. E.

* [Ought to have "worked" the girls for at least one square meal. ED.]

A BILL TO SECURE ROAD RIGHTS FOR WHEELMEN.

THE FIRST MOVE TO OPEN CENTRAL PARK.
[Special to THE WHEEL.]

A copy of the above bill, which is given in full below, will be sent within a few days to every member of the New York State Division, accompanied by a petition blank, to which the members will be asked to obtain as many signatures as possible. The bill will be introduced in both houses next week by Mr. Isaac B. Potter, as Chairman of the Rights and Privileges Committee, and Counsel for the State Division. To this gentleman, and to Chief-Consul Bidwell is due much credit for the admirable conception and prompt execution of the best possible plan of opening the Park, and getting legislative recognition and protection for wheelmen.

The Consuls and Representatives will be asked to see the Assemblymen and Senators of their districts to get their support for the bill. All the machinery will be started and driven at high pressure to get the bill through this Session. Now is the time for the Division members to work. Get names, names, names, *ad infinitum*. Talk the thing up, and if you can wield a pen, write the

paper published nearest you and rouse public sentiment.

AN ACT IN RELATION TO THE USE OF BICYCLES AND TRICYCLES.

The People of the State of New York represented in Senate and Assembly, do enact as follows:

SECTION I. Bicycles, tricycles and other vehicles propelled by manumotive or pedomotive power, are hereby declared to be carriages, within the meaning of that term, as used in Section one, of Title thirteen, of Chapter twenty, of Part one, of the Revised Statutes of the State of New York, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled upon the public highways of this state shall be entitled to the same rights and subject to the same restrictions in the use thereof, as accorded and prescribed in said Revised Statutes, in the cases of persons using carriages drawn by horses.

SECTION II. The commissioners, trustees or other authorities, having charge or control of any public street, public highway, public parkway, driveway, or public place in this state, shall have no power or authority to pass, enforce, or maintain any ordinance, rule or regulation, by which any person using a bicycle or tricycle, shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway or public place, at any time when the same is open to the actual use of other pleasure carriages.

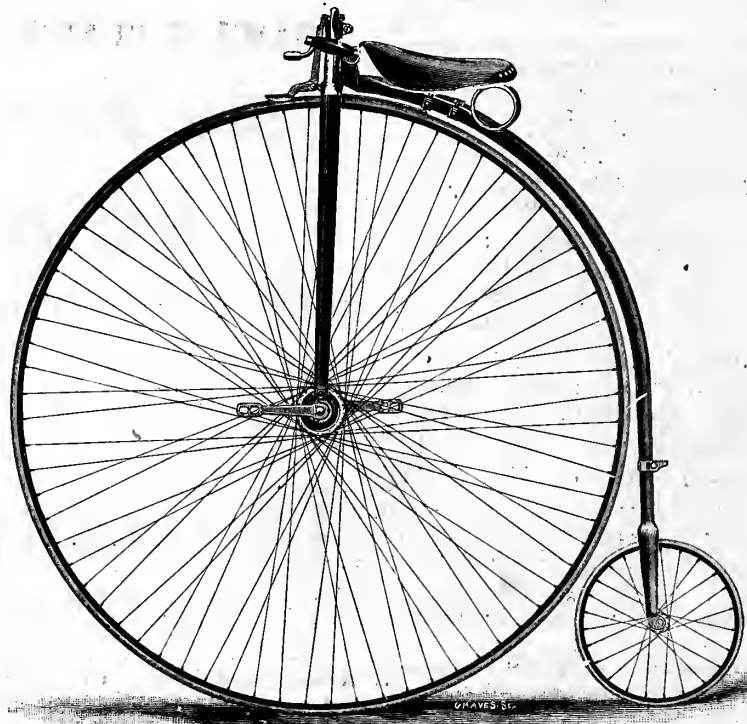
SECTION III. Nothing in this act shall be so construed as to prevent the passage or enforcement of any regulation, ordinance or rule, regulating or restricting the use of bicycles or tricycles in public highways, streets, parkways, driveways, and places in such manner, as to limit and determine the proper speed with which such vehicle may be propelled, nor in such manner as to require, direct, or restrict the use of bells, lamps and other necessary appurtenances in the use of said vehicle, nor to prohibit the use of any vehicle upon that part of the street, highway, or parkway, commonly known as the foot-path or side-walk.

SECTION IV. All acts and parts of acts, inconsistent with the provisions of this act, are hereby repealed.

SECTION V. This act shall take effect immediately.

WHEEL NEWS STANDS.

- Vesey St. and Broadway, St. Paul's Church.
- Astor House, Broadway side.
- Park Place, Sixth Ave. "L" Station.
- Brooklyn Bridge Entrance.
- Chambers St. and West Broadway.
- Chambers and West Streets.
- Murray and West Streets.
- Barclay and West Streets.
- Cortlandt and West Streets.
- Wall and Nassau Streets.
- Broadway, No. 71, "L" Arcade.
- Fulton and Nassau Streets.
- Fulton and South Streets.
- Park Row, No. 23.
- Cortlandt Street, No. 45.
- 59th Street and Ninth Avenue, next Ixion Club.



THE VICTOR BICYCLE.

MANUFACTURED BY THE OVERMAN WHEEL CO., BOSTON, MASS.

OFFICIAL TAILORS AND OUTFITTERS,

DEVLIN & CO.,

- Citizens' Club.
- Long Island Wheelmen.
- Harlem Wheelmen.
- Ilderan Bi-Club

- New Jersey Wheelmen.
- Roselle Ramblers.
- Huntington Bi-Club.
- Yonkers B. C., and others.

BROADWAY AND WARREN STREET.

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stocking, etc.

CITIZENS' CLUB NOTES.

The knights of the cue are in training for the club Pool Tournament, the full particulars of which are given in the appended circular letter.

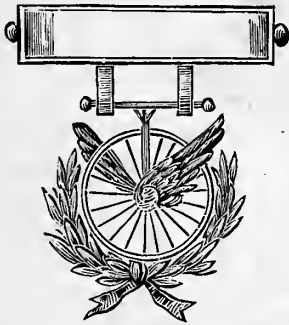
"A Pool Tournament, open to members, only will be held at the Club House, beginning Saturday evening, April 2nd, and continuing every evening thereafter until concluded. A suitable prize will be given. The games will be *handicap* so that every player may enter. Entrance Fee 50 cents. Rules and conditions with the arrangement of games will be posted on the Bulletin. Entries may be sent to the Committee at the Club House."

The members are rejoicing over the return of Mr. Phil MacScorcher Fontaine, who has become connected with the Hamilton Bank Note Co., and will henceforth reside in Gotham. Mr. Fontaine has not enjoyed his stay in the Quaker City.

The House Committee intend to wind up the social season with a "Ladies Reception" which will be fields ahead of anything the club has ever attempted in this line. The date has not yet been selected, as the convenience of the club talent, including Elocutionists, Banjoists, Singists, Chefists and Artists, has to be consulted.

The Club has taken 100 seats for the Stevens Lecture.

We introduce to our readers this week, Mr. Henry C. Haskell, of 12 John street, New York City, where for many years he has carried on a fine jewelry business paying special attention to prizes for tennis, bicycling and athletic contests. He has also on hand society and club pins, which he furnishes at most reasonable prices when ordered in large quantities. He will furnish estimates to club committees. Out of town committees will find it to their advantage to send for one of his catalogues, which contain a number of designs.



ANDREW GRAFF,
MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:

Running, Walking, Bicycle, Lawn
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Ball Shoes.

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BROOKLYN, N. Y.

Pat. March 2, 1886.



Dep. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE,
Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN
QUADRANTS

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vesatious delay when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHERCOCK hill, near Birmingham, Eng., which though often tread by various Bicycles and Tricycles, has never been surmounted except by Mr. ALFRED BIRD, who on Saturday Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, with ordinary cranks and handles from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, but without success. This marvellous feat proclaims the Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

—AND—

The Marlboro Tandems

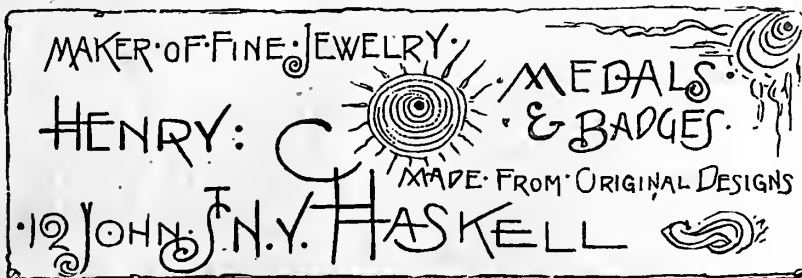
— WERE THE SUCCESSFUL MACHINES OF 1886. —

Send for Catalogue of 1887 machines containing particulars of all latest improvements to

The Coventry Machinists Co., Ltd.

239 COLUMBUS AVE., BOSTON.

The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park Plaza, Brooklyn N. Y.



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REQUEST.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
Bicycle, * Tennis, * Boating, * Shooting, * Athletic Clubs, * &c.
— BEYOND COMPETITION. —

We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES.

Call or Send for List.

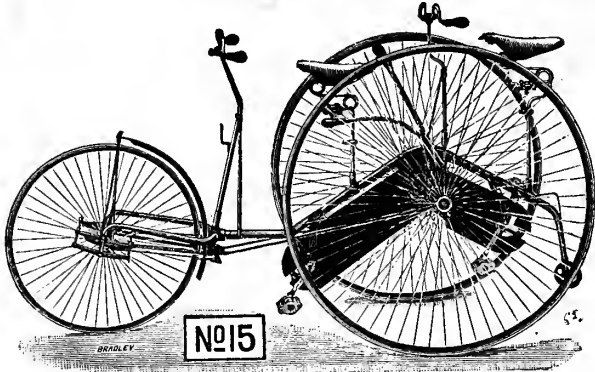
Specialty in Exchanging Second-Hand Wheels for

New COLUMBIAS, NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, 3 STARS, VICTORS, or any other make

WE ARE SOLE AGENTS FOR NEW YORK OF THE NEW RAPIDS, QUADRANTS, AND SPARKBROOKS.

New York Bicycle Co., 38 Park Place, N. Y.

Harlem Branch now open—124th St. and 7th Ave. Renting, repairing, storing.



FOR SALE, EXCHANGE, WANTS.

FOR SALE.—Expert Columbia 54 inch, 1886 pattern full nickeled, excellent condition. CHAS. J. EARLE, 245 Harrison St., Brooklyn.

TANDEM FOR SALE.—Rudge Humber Tandem, good as new, with ball pedals and Lakin Cyclometer, Cost \$270.00;—price \$215.00. Address XXX, this office.

FOR SALE.—Rifle and shot gun combined; 44 Calibre and 12 bore barrels, arranged as double gun. Loading and cleaning tools, brass shells, cartridges and powder included. Price, \$25. SACRIFICE, P. O. Box, 444 N. Y. City

FOR SALE 52 inch Full Nickled Expert Bicycle. \$90.00. 38 inch Rudge Safety Bicycle, \$90.00. Rudge Rotary Tandem Tricycle, \$125.00. JOHN LONG, 56 Worth Street, (Room 5), New York.

NEW YORK WHEELMEN can find good storage for machines, and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half block from L Station. Call or address, H. WIMMEL, 138 West 104th Street, New York.

52 EXPERT, backbone forks and rim enamel balance, nickel straight bars; in good condition. Price \$75.00 NEW YORK BICYCLE CO., 38 Park Place.

A 54 inch Harvard Special, ball-bearings, cost \$145.00 with gong and lamp, to exchange for a 52 in. Expert. Address, W. C. BURCHENIUS, Baldwin, Wis.

NEW TRICYCLE for sale, only \$65.00, write to W. I. WILHELM, Reading, Pa.

QUICK! 52 inch Victor, good as new, newly enameled and nickeled, \$80.00. 52 inch Rudge Roadster, new; nickeled, \$95.00. 54 inch Expert, A 1 condition, \$90.00. All with ball bearings. Who speaks? CROWTHER & POTTER, Reading, Pa.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, two saddles, and is in absolutely perfect order. Price \$58.00. Installments taken. Reduction for cash. Address, E. G. STRUBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y. 4-15.

FOR SALE.—\$100. 54 inch Rudge Light Roadster, Spade handles, Kirkpatrick saddle, Lakin cyclometer, run one season, scarcely any wear on tires; perfect order. Also for \$120.00, 53 inch 1887 Columbia Light Roadster, Sp. handles, never used. Lock Box, 202 Holyoke, Mass.

FOR SALE.—A 54 inch Humber Light Roadster, spade handles, \$115.00 cost \$155.00 last Fall. Also Invincible Ladies Two-Track Tricycle, weight 64 lbs. actual \$158.00 cost \$185.00, never been used. Machines not sold for any fault. Owner wants tandem. Address D., WHEEL OFFICE.

SALE OR EXCHANGE, 54 inch Coventry Ball Bearings, S Enameled, \$50.00, also 48 inch Cornell Nickeled, Ball Bearings, Cowhorn Handle-Bar, \$80.00. Both first class condition.

J. H. MELLOR, 387 Third Street, So. Brooklyn.

A SPECIAL BARGAIN.—One 52 inch American Rudge all nickle except wheels, cost \$122, not run five miles, exactly like new, only \$73, too small for owner, write to W. I. WILHELM, Reading, Pa.

FOR SALE.—56-inch Columbia Expert. All-nickeled. New, been ridden about five miles. Address, G. W. BOHDE, 105 W. 48th Street.

50 inch AMERICAN CLUB, full nickel, dropped bars.	\$ 75.00
50 inch EXPERT, full nickel, plain pedals.	80.00
51 inch BRITISH CHALLENGE, enamel, ball pedals.	80.00
52 inch BRITISH CHALLENGE, full nickel.	75.00
52 inch AMERICAN CLUB, full nickel.	80.00
54 inch EXPERT COLUMBIA, ball pedals.	95.00
54 inch RUDGE LIGHT ROADSTER.	100.00
55 inch AMERICAN CLUB, full nickel.	85.00
58 inch EXPERT, full nickel, ball pedals.	100.00
58 inch EXPERT COLUMBIA, ball pedals.	100.00
54 inch ROYAL MAIL, 1886 pattern.	100.00
COLUMBIA, two track Tricycle.	100.00
	110.00
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All Wheels in Excellent condition and are positive bargains. Taken in exchange for new makes.

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4-22 Big Drive No. 1.

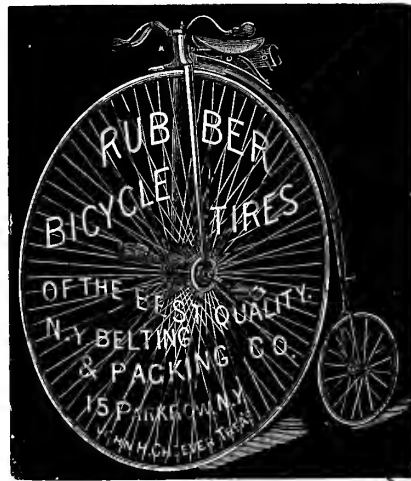
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And expense, send your machines now; we are prepared to do repairing cheaper and quicker now than ever before.

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Outing,	\$3.00
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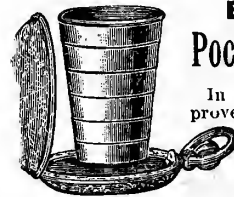
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EASY PAYMENTS.

Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & SON, 13 G St., Peoria, Ill

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LOWEST PRICES,

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The Clothier, COR. BROOME AND CROSBY STS.

MISFITS FROM BEST TAILORS AT ONE-HALF PRICE. ALL WINTER CLOTHING REDUCED 20 PER CENT.

ESTABLISHED 19 YEARS.

DRESS SUITS LOANED.

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CLEARANCE SALE AND EXCHANGE.

❖ HIGH GRADE LIGHT ROADSTER ❖

Having a limited lot of second-hand wheels, taken in exchange to accommodate our customers desiring different sizes, and many of them but very little used and good as new,—also a very few entirely new Royal Mails of 1885 model, we have decided to close all out at reduced prices, in order merely to make room for new goods. It will be observed this is not a sale, as is often the case, of old model wheels, out of style, and heavy weights, but of late pattern Light Roadsters. Every one is fully guaranteed. The Royal Mails are too well known to need description;—for a High Grade Light Roadster it has been at the Top of the List. This opportunity is a Rare One, and the wheels, now that the season is opening, will be quickly taken up. A Royal Mail, even though costing a little more than cheap made and out of style second-hand wheels, is worth more and a better investment.

48	Royal Mail,	\$90 00	55	Royal Mail,	\$75 00	54	Harvard	\$50 00
48	.. ..	85 00	56	.. ..	100 00	54	Royal Challenge	50 00
50	.. .. new	95 00	56	.. ..	95 00	54	Standard Columbia	35 00
50	.. ..	90 00	56	.. ..	95 00	50	Woodstock	35 00
50	.. ..	75 00	56	.. ..	95 00	50	Champion	50 00
50	.. ..	95 00	56	.. ..	95 00	52	Premier	50 00
52	.. ..	85 00	53	Royal Mail Racer	75 00	52	American	30 00
52	.. ..	95 00	54	.. ..	85 00	56	Expert	65 00
52	.. ..	75 00	54	.. ..	85 00	48	Standard Columbia	40 00
52	.. ..	95 00	54½	.. ..	65 00	48	Gooch	50 00
53	.. ..	95 00	54	.. ..	85 00	51	Star	45 00
54	.. ..	95 00	56	Sanspareil	40 00	51	Star	50 00
54	.. ..	95 00	56	American	50 00		Kangaroo Safety	75 00
54	.. ..	85 00	56	Harvard	50 00		.. ..	85 00

❖ Above Royal Mails are great bargains. They all have the tangent tied spokes, and the wheels are as serviceable as new for use—in fact many scarcely show any riding. Exchange for different sizes. They will soon be taken up. A rare chance.

THE ROYAL MAIL is too well known to need minute description. It has as a Light Roadster for the past four years, been in the front rank,—gained the prize for the greatest amount of road work in '85, with 5056 miles to the credit of one wheel, and increased in popularity each year. We claim no other in the market of such first class workmanship and we think it is concealed to be the handsomest wheel in the market. Having a small lot, which came from the factory last Fall, too late for sale and hence carried through the Winter, we offer these few and these only before the regular season opens and new lots arrive,

ALSO TO EXCHANGE FOR OTHER WHEELS,

on very low terms. In fact at such terms as we would not consider after the season opens in another month. This is the opportunity of the season to wheelmen desiring to exchange their old mounts for a

❖ SUPERB LIGHT ROADSTER ❖

Write at once giving full description of wheel, and your valuation &c.

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Greatest Distance ever made inside the Hour, 22 Miles, 150 Yards, by Rowe, at Springfield, October 25, 1886.

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Greatest Distance ever made without a dismount, 235 Miles, by Morgan, at Minneapolis, December 20, 1886.

	MILES.	TIME.		MILES.	TIME.
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WORLD'S RECORD,	1-2	1 . 12 4-5	WORLD'S RECORD,	13	35 . 18 2-5
WORLD'S RECORD,	3-4	1 . 50 1-5	WORLD'S RECORD,	14	38 . 01 2-5
WORLD'S RECORD,	1	2 . 29 4-5	WORLD'S RECORD,	15	40 . 41 2-5
WORLD'S RECORD,	2	5 . 11	WORLD'S RECORD,	16	43 . 25 4-5
WORLD'S RECORD,	3	7 . 48 4-5	WORLD'S RECORD,	17	46 . 14 4-5
WORLD'S RECORD,	4	10 . 41 2-5	WORLD'S RECORD,	18	48 . 58
WORLD'S RECORD,	5	13 . 23 4-5	WORLD'S RECORD,	19	51 . 40 1-5
WORLD'S RECORD,	6	16 . 12 3-5	WORLD'S RECORD,	20	54 . 25 2-5
WORLD'S RECORD,	7	18 . 59	WORLD'S RECORD,	21	57 . 07 3-5
WORLD'S RECORD,	8	21 . 41 2 5	WORLD'S RECORD,	22	59 . 46
WORLD'S RECORD,	9	24 . 26 4-5	WORLD'S RECORD,	23	1 . 08 . 22 3-5
WORLD'S RECORD,	10	27 . 07 1-5	WORLD'S RECORD,	24	1 . 11 . 28 4-5
WORLD'S RECORD,	11	29 . 51 3-5			

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A Fac-simile Blackboard, containing the matter upon this page, sent by mail to any one who will hang it up in a conspicuous place.

LLEWELLYN H. JOHNSON,
Has removed to
4 PARK STORES, MAIN ST., ORANGE, N.J.

Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010.

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THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

12 Vesey St., N. Y.

AND RECREATION.

Vol. XII.—No. 2.]

NEW YORK, APRIL 8, 1887.

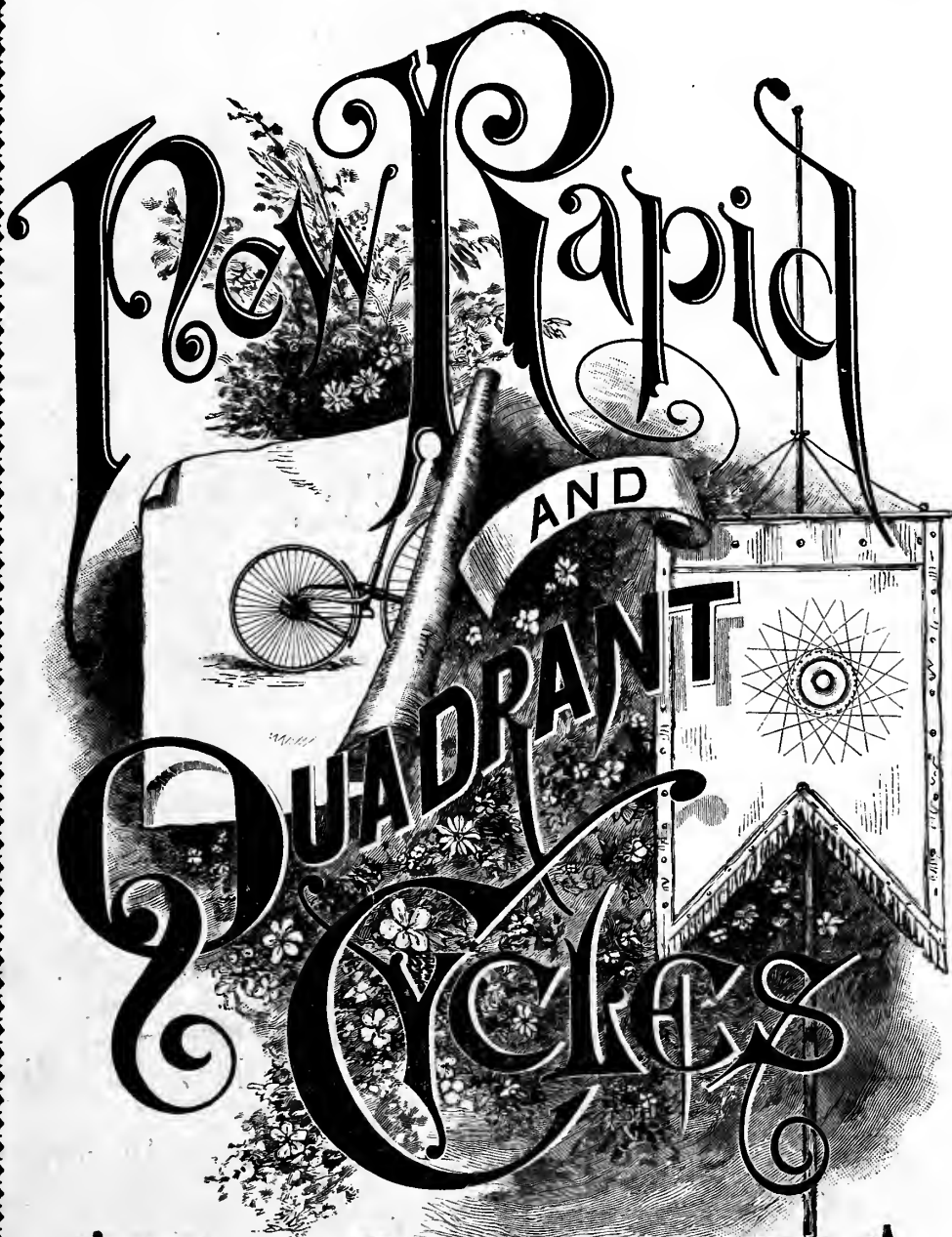
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IMPORTERS AND SOLE AGENTS
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WE didn't have as long a line of wheels last year as we have this, but we received the first award at the New Orleans Exposition just the same, and all the well-known makers were represented there, too.

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THERE is no getting away from the fact that our machines, both in material and finish, take the lead, and it doesn't stretch the buyers pocket-book all out of shape to get one. '87 Catalog now ready and will be mailed on application.

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Bonbons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES

OF ALL VARIETIES AND FLAVORS.

MADISON AVENUE, COR. 59TH ST.,

—NEW YORK.—

We have the Workmen

—TO DO ALL—

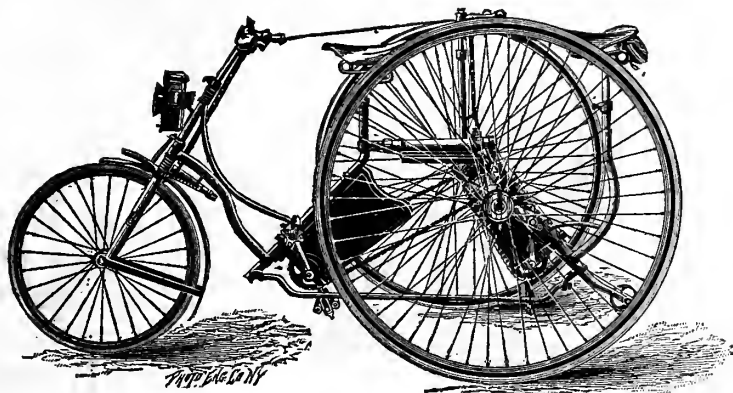
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NEW AND SECOND-HAND WHEELS IN STOCK.

Call and see the "New Mail"—the wheel of perfection.

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, Brooklyn.



D. ROGERS & CO., Limited,

75 CLINTON AVE., NEWARK, N. J.

SOLE U. S. AGENTS FOR THE

"CUNARD" CYCLES,

Testimonial from **T. J. Kirkpatrick, Vice-Pres. L. A. W.**

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

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(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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- No. 41. 51 in. Columbia Light Roadster, Nickeled exc rims. D. G. Ball pedals. Fish Saddle; in A 1 condition. Price. 110.00
- No. 42. 58 in. Expert, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition Cheap. 90.00
- No. 43. 48 in. New Model Star, 3-4 nickeled, balance enameled, balls front, hollow rims, power traps, new last season. Cost \$135.00. fine shape. Price. 100.00
- No. 44. 48 in. American Star, nickel and enameled. 50.00
- No. 45. 56 in. Victor Standard, finish, balls all around. Tire excellent. Wheel in A 1 condition. 90.00
- No. 46. 52 in. Expert, half nickel and enamel, straight bars, par. pedals, lug carrier. Good order. 75.00
- No. 47. 54 in. Expert, full nickel, straight bars, balls to both wheels. Price. 90.00
- No. 48. 54 in. Rudge Light Roadster, enamel, nickle finish, tires excellent, A 1 finish, Rudge Ball pedals. Wheel in fine order. Price. 100.00
- Cunard Crimper Tricycle, standard finish, balls all round, run 50 miles. Cost, \$190.00 135.00
- No. 52. 52 in. American Club, enamel and nickel trimmings, straight bars, par. pedals. Wheel in good condition. Price. 65.00
- No. 54. 56 in. Columbia Expert, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00 105.00
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Lightest and Best on the Market.

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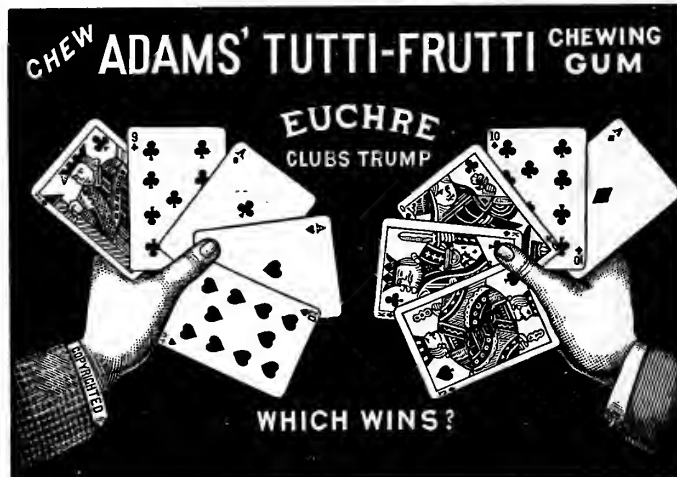
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NEW YORK.

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It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M. D., LL. D

Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.* Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*



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EDITORIAL NOTES.

The Bill to secure increased road and park privileges, or rather to have the rights of wheelmen legally recognized throughout New York State, published in THE WHEEL of last week exclusively, will probably be presented to the Legislature this week. If there ever was a time when individual efforts will benefit the wheelmen of the state, it is just at this time. The petition blanks, which will shortly be sent out, should be taken hold of in no half-hearted way. They should be filled with names, that they may be hurled with effect at the Special Committee to whom the Bill will be referred, or at the Governor, should he veto the Bill.

Judging from the private letters of prominent League members which have of late been given to the public, one would judge that there is more wire-pulling within League circles, than in a national political party. The energy of these letter-writers is devoted, not to strengthening and spreading the influence

of the League, but to wire-pulling. They might be statesmen in a small way, but they elect to be politicians, also in a small way, in a very small way. There are too many in the swim who want to get to the top, and who are forever working the wires with that object in view. The letters written by League men, angling for office and influence, while not reprehensible in once sense of the word, are not calculated to inspire the ordinary League man with implicit trust in his chiefs and are certainly uncalled for in a social organization. We sincerely commend the sentiment, "More work and less politics" to the members of the Board of Officers."

Spring is here. Last Sunday and Monday conclusively proved that. She has arrived bag and baggage, by which we mean warmth and sunlight. In the name of thousands of wheelmen we bid the dear young thing welcome. For a month they have paused on the door-step of expectation, waiting to take their first spin. We do rejoice not because she will bring a shower of flowers and hand-organs in her wake. No! No! But the frown on the agent's and manufacturer's face will melt, and a broad clutch-action smile will slip into the vacuum. Then will news-notes and advertising contracts be plentiful as the sand of Sahara, and even the cycling editor will rejoice.

Dame Rumor is gadding about a "combine" of the Ixion and New York Bicycle Clubs. The old un' says that the Ixion Club is willing to take the honorable name of New York. We think the idea a commendable one, and we hope to see the "combine" accomplished in the near future. The two clubs have different elements, which, if combined, would result in a prosperous club. It is said a new cycling club house will pierce the ambient air of Gotham, in case the "combine" goes through.

From all quarters come kind words as to the improvement in THE WHEEL AND RECREATION. This is all very encouraging, especially as said encouragement takes the practical form of very numerous subscriptions, and we are very thankful to those who helped us. Four months ago we started out to reach our ideal of cycling journalism, amid the jeers of our contemporaries. We think we have advanced a little in the right direction; a little, we say, and yet we have found out that every step forward is the result of incessant labor, and that the standard is yet a long way off. We shall get there much sooner, if our readers will only say, when ordering goods: "I saw your ad. in THE WHEEL." We know that the majority of you are vets, highly respectables and celebrities, but the dealer will think none the less of you, and you will be increasing the value of your dollar's worth.

We start our lawn tennis department this week. It will in no way conflict or deteriorate the excellence which we are now striving after in our wheel department; on the contrary, we shall have increased subscription and advertising support, which will enable us to add desirable features from time to time. The two sports are allied, and we have no doubt that many tennis players will be induced to take to the wheel.

STOOL-PIGEONS OF THE "C. T. C."

EDITOR OF THE WHEEL:—Your Minneapolis correspondent speaks vaguely in saying I'm a rather hard man to convert. But, inasmuch as he banked a dollar of his money with me a year ago, I don't really believe he'd like to see me converted from such long-cherished ideas as that "honesty is the best policy," and that "the presence of a self-confessed forger at the head of an 'international tailoring concern,' is a disgrace to all who patronize it." Whenever I have the hoped-for pleasure of meeting my Minneapolis friend face to face, I think I can convert him to the policy of calling things by their right names. Why support a forger, because he calls himself "the C. T. C."?

The sort of "C. T. C." which is prattled about in the whimsical rhapsodies of the jocular Mr. Weston, is a myth which I am not at all concerned with. "It's details," as he says, all need filling up." It has neither length, breath nor thickness. Its local habitation must be the moon, for this present planet has no capacity for containing anything so wonderful. It is a genuine fad and fetich, and, as I never interfere with matters of religion and superstition, I never intend to say a word against it. In the presence of such a mystery and marvel, my finite mind shall be forever dumb.

The sort of "C. T. C." which I want to warn American wheelmen from giving any further countenance to, is altogether different from this—so different, that Mr. Weston seems never to have heard of it. This purely mundane and tangible "C. T. C." is a badge-and-breeches-selling concern at London, run by an ex-commercial traveller, who has an office on Fleet street, and who calls himself "Secretary-Editor." Last year, when I suppose he ran the shop honestly, I wrote the chapter in my book, which mildly recommends Americans to support it for the sake of its rather interesting, (though always badly edited) *Gazette*. But, on November 22d, the absolute owner of the "C. T. C." confessed in a London law court, that he printed a forged letter in his *Gazette*, over the signature of our own and only, Jo Pennell. Thereupon the presiding judge, Mr. Justice Wells, promptly kicked him out of court, with the most scathing rebuke, for having "indulged in the lowest and vilest abuse of the worst form of journalism."

The effrontery of this person, after such an exposure, in keeping his clutch on the badge-and-breeches business, by posing as the chief of "the largest athletic organization known to the records of sport," is not only astounding on its own account, but it throws a strong side-light upon the average moral sense of the Londoners and other Englishmen who tolerate such effrontery. American wheelmen, whatever their shortcomings, would surely never allow a self-confessed forger to remain in a representative position, four months after the exposure of his disgrace; and they should no longer send their money abroad to support such a person in his sinful schemes. All foreign subscribers to the present "C. T. C." are simply stool-pigeons and decoy ducks, for assisting the "Secretary-Editor to make an ignoble livelihood, by gulling the Londoners. Let "L. B. G. of Minneapolis," lend his help towards stopping the shameless fraud!

KARL KRON.

The University Bldg., April 2d.

RIPLEY.

[A famous cycling Inn.—Ed.]

Sweet Ripley, loveliest village on the Wey,
 Where rest rewards the riding of the day;
 Where smiling Spring again the wheelmen brings,
 Again renews the memory which clings
 To thy old Anchor, of all inns the best,
 Where oft my weary legs have found sweet rest.
 How often have I ridden up thy street
 Knowing full well that many friends I'd meet;
 How often have I sat beside thy fire,
 And listened to the yarns of cycling liar,
 Whilst Annie, sweetest of her fickle sex,
 Whose temper even cyclists could not vex,
 A pleasant word for every man would find,
 And for a wheelman trouble would not mind,
 How often have I dived into the stream,
 And 'neath the sunbeams floated in a dream.
 Or in the parlor sat and smoked at night,
 Till spirits of those gone came into sight!
 Of Cortis who lies dead beyond the wave,
 So swift, so cheery, lion-hearted, brave,
 And other memories though the smoke would steal
 Of dear old chums, good fellows of the wheel;
 Men who at Ripley saw the new year in,
 Nor cared for weather, rode through thick and thin.
 How often shall I dream in future times,
 When I perchance may be in foreign climes,
 Of Ripley, Dearest old familiar spot,
 Where'er I go I shall forget thee not.

—*Wheeling.*

THE WELSHER.

TRAINING FOR CYCLE RACING.

KNOW THYSELF. PRELIMINARY TRAINING.

At this season of the year, men ambitious for the track or possibly road honors, begin to prepare themselves for a season of competition. If a complete novice, the ambitious one will steal off to some level stretch of road, possibly to the local race track, and there drive furiously around for a mile or two, possibly for a half hour, while some experienced (?) friend holds a Waterbury on him, and repeatedly urges him on to renewed over-exertion.

Some three years ago, one *Cyclos* made out a strong case against path-racing, claiming that it superinduced heart and lung troubles, and a host of other and minor ills. While *Cyclos'* complaint was sadly overdrawn, there was, nevertheless, much of truth in it, and as this year will probably show a decided advance, both in the quantity and quality of the racing of previous years, I thought a few training talks might prove of interest to your readers, and would certainly be of value to the racing division.

In essays and books of training, it has generally been customary to address the opening chapter to the trainer. But this is scarcely necessary; it certainly is not in cycling, because handlers are rarely employed by racing wheelmen, and the few trainers we have in this country, have been so completely and entirely successful, that it would be folly for me to attempt to give them pointers. We simply desire to point out to the men themselves the evils of injudicious training, and to run over the general principals of a training system, which will enable them to get fit, and accomplish the best results of which they are capable.

The first thing a man should do is to "know himself," by which I mean that he should have his heart and lungs examined by a reputable physician, to determine if they are perfectly sound, and able to undergo the strains of training and racing. Out of a field of twenty novices, perhaps one is fully equipped by nature to engage in severe

races, a few might race with but little danger, quite a number are not of the proper build or quality, muscular and vital, while a few are totally unfit for competitors, and they are actually tempting the fates by engaging in punishing races. To be sure they will not drop dead, but they are pretty sure to bring on valvular diseases of the heart, which increase in middle life, or their lungs are liable to strains, resulting in asthma or possibly consumption. It is to this last class of racing man that we would point out the ineblicity of sacrificing their prospects of a long and enjoyable life, for the comparatively petty and ephemeral triumphs of the race-path.

But it is often the case that a good man—by which we mean one of a good sound vital and muscular constitution—will often go wrong at the outset of his career, from making abnormal effort without proper preparation, from overwork, or from overtraining. By observing the principles I shall formulate, all of these can be avoided. The principle object in the earliest stage of training, is to raise the general standard of the body up to that pitch required to withstand training. Before engaging in the actual work of training on the path, the trainer should regulate his diet, and take gymnastic exercise to strengthen the upper part of the body, which is a more important factor and ally than most racing men suppose.

Probably there is nothing more important than diet. The principal object of dieting is to develop the muscular power, and at the same time reduce excess of fat, which more or less clogs the muscles, heart and lungs of an untrained man. The chief place for fatty deposits is directly under the skin, and among the intestines and around the vital organs of the body. Of course, the presence of fat in small quantities is essential to the well-being of the system. The idea of dieting is to rid the system of the excess of fat which accumulates under a liberal regime, and to supply the system with muscle making foods.

As water and other liquids are the principle weight-making elements taken into the body, it is well in the earliest stages of training, to gradually decrease the amount of liquids taken into the system, until a happy medium is reached. Wine and other spirituous liquors must be dropped from the menu, at least until the man is thoroughly trained, when some ale, or possibly table claret may be taken after the meal is finished, but should not be drank between mouthsfull or between meals. It is better to sip water slowly, rather than to gulp a large quantity, especially if it be cold. It is the parched condition of the throat that prompts one to take water, and if the cold water is allowed to slowly trickle over the parched surface, more benefit will result than if a large quantity were bolted. But this liquid question can be overdone. Each man's system requires a certain amount of liquid as a basis for the fluids of the body, and if this want is not supplied, the trainer will become fretful and irritable, and the entire body will be feverish. The trainer should shut off on liquids just enough to take the flaccidity out of the muscles, and to reduce the weight of the body. The proper amount of production depends on the size and build of the man, a naturally lean man, being of course unable to loose very much. The subject of the relative value of foods, will be treated in a future article.

TITNAM.

THE HARLEM WHEELMEN DINE.

On last Monday evening the members of the Harlem Wheelmen held their annual dinner at Martinelli's. Covers were laid for forty, among whom were eight members from the Citizens Club, and a number of gentlemen of the Long Island Wheelmen. Mr. W. H. DeGraff filled the role of Toastmaster most acceptably.

In response to the different toasts some of the guests made stirring speeches. Mr. Bidwell spoke of the bill to be presented to the Legislature to have the road rights of bicyclists protected, and strongly urged the wheemen present to do all in their power to forward the bill. Mr. Luscomb, of the L. I. W., gave the boys an insight into Long Island politics, and strongly urged that C. C. Bidwell be given a seat on the Executive committee. Mr. Richard Nelson responded to "The Citizens' Club;" Mr. Jugalla, Treasurer of the Harlem Wheelmen, spoke of the prosperity of the club; President, J. B. Halsey, spoke of the future of the future of the club, and Mr. F. A. Ryer, gave a pleasant talk. Among the guests were Messrs. G. R. Bidwell, Knight Clapp, Simeon Ford, Thomas Smith, R. Nelson, Eliot Mason, H. P. Ashley and C. S. Luscomb.

For a first attempt the affair was highly successful, and the committee having it in charge, Messrs. Halsted, Benjamin, and Pressinger, are to be congratulated on their effort.

The Club House, which has been so long in the hands of the renovating vandals, has been turned over to the members, and they cordially invite wheelmen to call upon them any evening. A number of pool sharps are always kept on hand to lure the unwary and unskillful, and parties may always be found ready for a scorch at Tarrytown, or a sedate ramble over the Drive. This season, invitations will be extended to other clubs to take amalgamated runs, and a new departure is the admission of ladies to Club membership.

FROM THE PACIFIC COAST.

Messrs. Thornton, Mangrum and Bailey of the Garden City Wheelmen, San Jose, went South on Sunday March 20th, as far as San Juan by way of Gilroy, and returning by way of Watsonville and over the Santa Cruz mountains, it was their intention to get home the same day but the mountains proved too much for them, and they camped out for the night in an old log cabin, returning home next morning, they report a portion of their road as submerged with water, so that they kept continually running off the road and forced to dismount in the water, while Mr. Mangrum at one place got into about two feet of quicksand, into which he took a neat header; the entire distance covered was 110 miles. Mr. E. S. Jones and wife, late of Denver, Col., have permanently located in San Jose. Mr. Jones believes it to be the finest riding district in the United States, as the roads are all finely graveled in every direction. Mr. Jones and wife may be seen upon the streets every day with their tandem, and a great many residents are very favorably impressed with the sport.

HOGKIM.

Some Boston men are hankering after one of Singer's Eight-in-Hands.

"It is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

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To mail you our new Illustrated Catalog. Please send your address. It will give you the whole story of Cycles we make, and help you to find what



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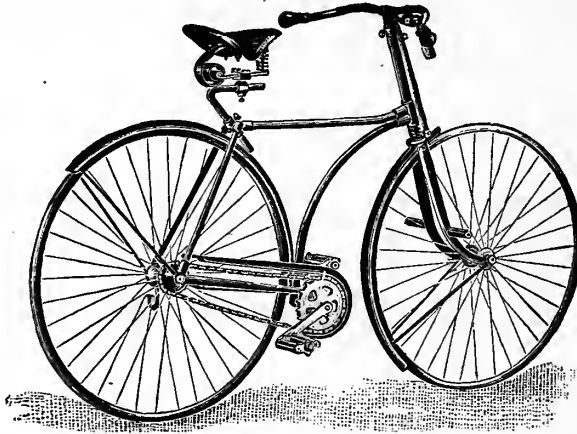
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THEY TAKE THE LEAD!

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The Apollo

Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



Apollo Safety.

The Challenge

Is a light grade Roadster, at a low price, but of sterling merit, and we claim the most ever offered for the money. Balls to both wheels, detachable bar, spade handles, finish enamel and nickel. Price, 50 inch, \$105.00.

Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

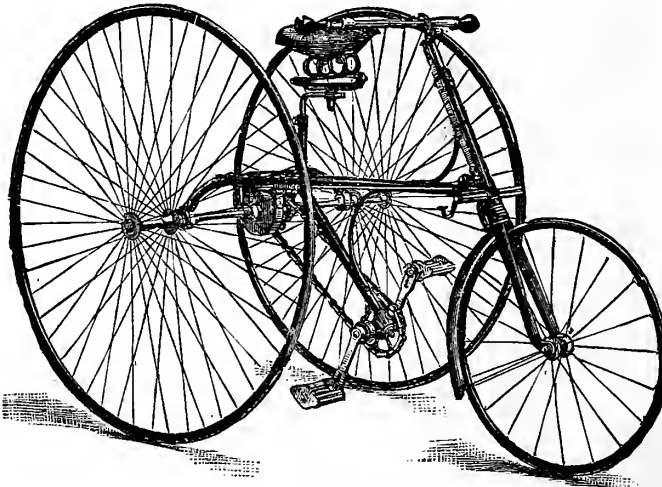
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TANDEM.

See these wheels before buying. They embody new features, which are worth considering.



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N. L. COLLAMER, Editor,
ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

The Westminster Meet on Monday next will be an attractive affair, and all who can do so should go. With such hosts as the Cycling Ramblers, visitors can assure themselves that they will have an enjoyable time.

The period of suspense is upon us. Now that the mail votes are in, there will be ten days and more to wait before the announcement of returns. Maryland and the District hold their breaths—especially the latter Division, where much is at stake; our two very best and most eligible candidates are up for our suffrages, and it's about "six of one, and a half-dozen of the other." We blush as we say it, but the old saw comes in here too appropriately to be omitted: "May the best man win."

At last Spring has opened! Day before yesterday saw snow on the ground—to-day we begin to think of dressing lighter. Washington will have about ten weeks of solid enjoyment, barring a few April showers, and then our wheels must be put away till Fall. Make the best use of your time boys, while you can.

Private letters endorse our vigorous attacks on the League Uniform Committee; and other papers, somewhat slower than THE WHEEL to raise their voices in indignation at a manifest dalliance with a matter affecting so many, have finally joined in the hue and cry. We note now that "orders will be received after April 20th." And then two hundred a day! What firm can keep pace with the demand?

BALTIMORE EXPLANATIONS.

[SPECIAL.]

The Ramblers are "sick. They went to the expense of having tickets printed with S. T. Clark for Chief Consul, and after sending them, together with little notes and envelopes to all they thought would vote it, Mr. Clark told them he desired his name withdrawn.

I saw Mr. Clark yesterday and he told me the following:

Q. "Are you going to run for C. C.?"

A. "No, the thing is all mixed up and it was through my answer to two or three gentlemen on the night of our meeting."

Q. "Have you any objections to tell me how it came about?"

A. "None at all. It was this way; certain parties asked me what I would do if I were elected C. C. and I told them I would do my best. After the meeting, as I was not nominated, I thought no more of the matter, and now that my name is out, without a regular nomination, I desire it to be withdrawn, and if you will see Mr. Turner he will explain it all."

Q. "Would you have run if you had had a regular nomination?"

A. "Yes, I think probably I should."

After this I saw Mr. Turner and he said that the appearance of Mr. Clark's name on the tickets sup-

posed to be issued by the Ramblers was due to over anxiety of two or three of their members to see Mr. C. elected. The club did not sanction the printing of the tickets and the members who got up the plan paid the bill as individuals. The club make a statement in this week's *Bulletin* clearing both Mr. C. and themselves of any supposed underhand work and hope all will pass over for the best.

The Rambler's are going to have an informal reception on April 14th. Members invite gentlemen friends only. No ladies. Strictly Stag.

CHESAPEAKE.

WASHINGTON NEWS.

[REGULAR CORRESPONDENCE.]

The Cycle Club gave a run to Brightwood last Sunday.

The Capital Club went to C. J.'s Bridge the same day. Bert Owen has offered his cottage at Martha's Vinyard for the use of the club on its outing this summer. About 20 names are down now as going—25 necessary.

The Cycle Club records another "split." This time it was Harry Lammond who resigned. He has formed another club, the Columbia Cycle Club, with the following officers: C. S. West, President; H. Rittenhouse, Vice-President; F. W. Down, Secretary; J. P. Kane, Treasurer; H. A. Lammond, Captain; F. T. Lowey, Chrono-cycler and W. W. Maloney and R. Murphy, first and second Lieutenants. There are said to be fifteen charter members.

WHITE HOUSE.

KENTUCKY NOTES.

[REGULAR CORRESPONDENCE.]

Cycling here is early on the move. The old runs are being gone over with diligence "just to see if they are still there," while the man with the road-map and the enlarged bump of locality is searching out fresh worlds to conquer in the way of roads.

Likewise the road-hog is having his annual spasm. If he would only do as his illustrious compeer, the ground-hog, does; that is, come out and see his shadow, or himself in a looking-glass, and then crawl back in his hole, disgusted as he should be, the cyclers would be glad to push the cavity in after him, provided he did not fill it in himself.

If nothing else can be done, the wheelmen will resolve themselves into a band of regulators for self-protection, and a few milk-men with dark-blue frescoed eye-brows will not be an infrequent sight between now and Easter.

The Avondale's new club-house at the Corner of Forest Avenue and Mound Street, Avondale, is in process of construction. The Club is on an active and prosperous basis.

President Al Watcher and Messrs. Curringer and Toie, of the Kenton Wheel Club and Mr. Perrin of the Wyoming Club, went to Lebanon, Ohio, last Sunday and while the trip was a long one for this time of the year, it was most successfully accomplished.

The trip up was made easily, via Mand's Station and Mason, arriving in Lebanon at 12 o'clock mid-day. Cyclometers measuring 40 miles.

The start back was made at one o'clock, and, though the rain that set in made the pikes "greasy," Wyoming was reached at dusk. Mr. Perrin invited the boys to sup with him and come home afterwards on the train, but only Toie accepted. Watcher and Croninger were determined to make an all-day ride so they chased each other home, arriving about 9 o'clock.

Eighty miles on a March day is right good travelling.

A doughnut pendant from the Kenton Club chandelier and labelled "Lebanon Grub," speaks poorly of the hotels there, and the mud-stained wheels labelled "They Got There Just the Same" tell the story of the pikes.

A curious and very odious if not odorous piece of fence advertising was found by an inquisitive and observant wheelman on a bridge at Miamitown last week. It read "Podogue—For Stinking Feet." Don't blush, now, for this is a fact and no mistake. We hope the citizens of Miamitown will resent this imputation and paralyze the next fence-dauber who dares to appear in their midst.

A number of members of the Brighton Bicycle Club ran to Hamilton on Sunday the 27th, together with some of the Central Club men. Despite the rain in the afternoon it was a pleasant journey.

Did you ever see two wheelmen collide and get their wheels locked so that it took half-an-hour of pulling and hauling to get them apart? Such was the aspect presented by two riders one afternoon last week. They walked home.

For a nice short run "and a nice little town" and a nice big dinner at the end of it I should recommend the Miamitown route. Thirteen miles is not far, but far enough, for a moderately inclined cyclist out on a ride for recreation and exercise.

Messrs. Willison, Smith, Blick and Croninger of Covington went there last Sunday and report having had an "immense" time, barring a quadruple act performed on the big hill coming back to the city, when it took some fifteen minutes to untangle the legs, arms, spokes, and to assort the same to their proper corners. Nobody hurt.

Mr. C. T. Estabrook is now local cycling correspondent of the Cincinnati *Commercial Gazette*, which furnishes a weekly column of wheel matter.

Now.

MACON MUSINGS.

[REGULAR CORRESPONDENCE.]

On Tuesday evening, March 28th, the wheelmen of this city met at the office of Dr. W. C. Gibson, in response to a published call, and effected re-organization, with an active membership numbering seventeen. The following officers were elected: Pres. Dr. W. C. Gibson, Sec.-Treas. C. J. Winberg, Capt. J. C. Flynn, First-Lieut. R. A. Brantley, Color Bearer, J. W. Burke, Jr., "Central City Cyclists" was adopted as the club name. Committees were appointed to act on the question of club uniform and other matters.

The question of League, or Non-League was agitated, but after discussion, it was decided in favor of the latter, as there were several professionals who would have been ruled out, had a vote been cast in favor of League.

There is a lack of that sentiment here which, in the north, is so strong against the professional element. Some of our most prominent wheelmen belong to that class, having been led astray by Prince several years ago, and they, in turn, have led others off until we have quite a number of them.

After a few days of rain, the roads are in fine condition, no dust and solid as macadamized turnpikes, and our spirits are accordingly soaring high. The appearance of an American Safety on the streets is attracting some favorable attention from would-be buyers. Our number will soon be increased by the arrival of six Light Champions, with prospects of many more to follow. The quarter mile bicycle track is being overhauled and repaired, and when the boys get to hunting around it again, Springfield will have to guard her laurels.

Macon, Ga. April 1st, 1887. G. W. RIBBLE.

WESTMINSTER NOTICE.

[SPECIAL TO THE WHEEL.]

Please issue a special invitation in the columns of THE WHEEL to all the clubs in the vicinity, to attend our Bicycle Parade, Meet, and Trade Display on Easter Monday, April 11th. Wheelmen will be welcomed and their wants attended to in the best manner.

THE CYCLING RAMBLERS,
By 5,100.

PADUCAH CLUB.

[Special to THE WHEEL.]

Pursuant to a call the wheelmen of Paducah met on the twenty-sixth day of March 1887, at the office of Dr. N. H. Wilkinson, for the purpose of forming a Bicycle Club. Chas. Gilbert was elected temporary Chairman and R. H. Woolfalk temporary Secretary, when the following names were enrolled: N. H. Wilkinson, J. R. Scates, Chas. Gilbert, W. V. Wheeler, B. W. Na Dall, L. P. Fraser, F. E. Lack, Cris. Kalp, R. H. Woolfalk, Leslie Sanl, Saunders Fowler, Van Burnett by proxy. After the enrollment of names the following officers were unanimously elected: Pres. N. H. Wilkinson, Vice-Pres. Chas. Gilbert, Sec. and Treas. R. H. Woolfalk, Captain J. R. Scates, First-Lieut. W. V. Wheeler, Bugler, Leslie Saule, Color Bearer Cris. Kalp. A Committee of three were appointed to engage suitable rooms and temporarily furnish them. Also one to draft Constitution and Bylaws.

By a unanimous consent, it was decided that this organization should be known as the Paducah Bi Club.
R. H. WAKEFIELD.

THE SOUTHERN TOUR.

Mr. Collamer announces the Prospectus now ready. He will send one to each of the clubs in this part of the country, with a request that it be posted in a conspicuous place, and in addition all who apply for copies will be supplied.

As I understand names are coming in slower than was expected. The Tour certainly is going to be a big thing and most enjoyable, and I think all should go who possibly can. Up to this writing the following have been appointed Roadmasters:

J. A. Wells,	Philadelphia, Pa.
	Philadelphia to Paoli.
S. M. Mallalieu,	Coatesville, Pa.
	Paoli to Coatesville.
J. M. Boyd,	Coatesville, Pa.
	Coatesville to Lancaster.
Chas. Haberbush,	Lancaster, Pa.
	Lancaster to York.
G. E. Jacobs,	Gettysburg, Pa.
	Gettysburg to Hagerstown.
Geo. F. Updegraff,	Hagerstown, Md.
	Hagerstown to Martinsburg.
A. L. Martin,	Martinsburg, W. Va.
	Martinsburg to Winchester.
L. N. Barton,	Winchester, Va.
	Winchester to New Market.
P. S. Thomas,	Harrisonburg, Va.
	Harrisonburg to Staunton.

The following extract from the Prospectus, relating to the expense, may be read with interest:

The total cost *per capita* will be \$24.00, and this sum will be collected from each tourist before starting and deposited in a Philadelphia Bank. All bills will be paid by the Marshall by checks on this bank, and the tourists will thus secure the very best hotel accommodations, baggage, transportation etc., without trouble to themselves, cave admission, carriage rides when necessary, and ample attendance to meet the demands of all and avoid delays. Good weather is hoped for—fairly prayed for—but should the elements render a change of programme necessary, the will of the majority on the wisest course to pursue will be consulted. The above fee pays for necessary expenses in event of fair weather, and additional expenses will of course be extra.

DEPOSIT RECEIPTS.

have been issued by the Marshal, and will be given for deposits of not less than one dollar. Those deciding to go should obtain these receipts by payment of a small earnest of their intention *as early as possible*, and secure to themselves places in line, in order that the limit may not be exceeded.

Parties desiring to participate in the Tour throughout part of its length should make special arrangements with the Marshal.

Good sized parties are being made up in Philadelphia and Baltimore to ride part way. For information address John A. Wells, box 1228, or W. P. Hall, 29 German Street in the two cities respectively, but be sure to secure your Deposit Receipt as above in order that a place in line may be reserved for you.

The Marshal is now looking for a Captain for the Tour and asks me to issue a call for volunteers. Write him ye commanders. M. M.

DISSENSION IN THE MASS. CLUB.

"HERE'S A PRETTY MESS!"

It may seem very strange to wheelmen not members of the Massachusetts Bicycle Club, that a debt of the comparatively small amount of \$2100 should be allowed to encumber an organization with a membership of almost two hundred. The trouble, however, is that a millstone larger than the debt is the weight that is rising the mischief, and until this is removed, matters will continue to be as unpleasant as they are to-day. There are several members who could easily take the debt upon their shoulders, but will not do so while the present discord exists in the club. The acrimony was aroused by the last election, when the minority, instead of yielding to the wishes of the majority, refused to abide by their decision, while one of the leaders was heard to remark that "he would ruin the club." The club desires a lease of the premises, but it will be unable to obtain it until the debt is paid, which must be done by May 1. Unless there is a change of feeling on the part of the creditors before that date, or the debt is paid, the club will be obliged to change its quarters, a proceeding not at all desirable, on account of the excellence and completeness of the present location. The club-house is a very valuable piece of property, has risen in value, and another

residence could not be so easily secured. Matters will undoubtedly be thoroughly discussed and ventilated at the meeting to be held Tuesday evening, which will be one of the most important ever held by the club, and will attract a full attendance. The club is regarded as one of the best in the country, has the largest League membership, and is most highly esteemed, and the unpleasant condition of affairs will be heard everywhere with regret.

"The article in yesterday's *Herald*," said a member of the Massachusetts Bicycle Club, "seems to have been read by every member, and is causing a deal of consternation. While it was substantially correct, it is well, in justice to the club, to give the inside figures. The Massachusetts Bicycle Club at present shoulders an indebtedness of about \$2100. The club's assets consist of \$350 in collectable dues and cash, and furniture and fixtures, for which, if put under the hammer, it would realize at least \$1200, which would reduce the debt to about \$550. Of course the club will not find it necessary to resort to any such means to pay its liabilities. At the next meeting it is proposed to vote an assessment of \$5 per member, which ought to bring in about \$1000, and already a subscription paper to raise the balance is in circulation. The present membership of club is 210, and not 180, as previously stated."

PHILADELPHIA POINTERS.

To wind up comment from this quarter on the Aaron-Wells-Bassett *et al.* matter, it may be said, that Mr. Aaron is to be commended for the good sense he has shown at last, in dropping the unpleasant controversy. It is much to be regretted that he did not see fit to adopt this course about two months ago; but, better late, etc. *Vade in pace.* Mr. Wells, too, has exhibited a degree of wisdom, in accepting the compromise in the attachment suit. Also in declining to hold—or rather run for—office again. It is noticed by sharp eyes, that the announcement at the head of the editorial column, "that this paper is the official organ of the Pennsylvania Division," has been removed, and a small declaration of independence substituted.

The Philadelphia *Times* for the 3d inst., devotes an entire column to a "Cyclers' Corner," giving a short resume of the progress of cycling in this city. It is pleasant to note that so many of our leading dailies are devoting space weekly to our sport. We Philadelphians have, however, been notably blessed in this respect, and it is doubtless due, in a measure, to the strong, if short editorials in the *Times* and *Press*, that we were finally given the use of the park drives.

The park, by the way, will be much improved in the matter of roadways this season. The East River Drive has been extended three miles along the Schuylkill's shady banks to the Falls. Cyclers know well, that the toothsome catfish and succulent waffle abound at "the Falls," and sauced by the hunger resulting from a sharp afternoon's run—Oh, don't!

The wheel dealers in this village have long since straightened out their stocks for the Spring trade. The Hart Cycle Company will handle the Columbias of course. Brown, on Broad street, has the New Rapid and Quadrants. Strong & Green still pin their faith to Stars and Stellar tricycles. Tryon & Company, on Sixth street, will this year take care of the New Mail and Victor wheels, with Sam Gideon at the head of the cycle department. All report favorable indications for a good trade.

The elder Gideon—he of five-lap-track antagonism—has duly and regularly, in accordance with his practice for years past, notified his friends, that "he will not race this year." Hill, of the Pennsylvania Club, has invested in a very handsome New Rapid

racer—but more than a fine wheel is necessary to make a "flier." Kohler, the fast road rider, is said to have heart trouble, which will compel him to quit hard riding. The best racing man we now have, apparently is Bart Keen, of the University of Pennsylvania, though he has more endurance than speed.

One of our large clubs is seriously considering the project of getting over a Singer's Four-in-Hand Cycle. I hope that one of the first to go out the Pike on it may be

DIXEY.

BROOKLYN BICYCLE CLUB MEMBERS ATTENTION!

In the last issue of THE WHEEL, appeared an article over the signature of "Felix," which seems to have been decidedly unjust to Messrs. Homan, Blood, Potter and Jones, by intimating that Messrs. Homan and Blood were over-burdened with "lucre," and not with brains, while the contrary was the case with Messrs. Potter and Jones.

We are glad to learn that there is no personal contention in the Brooklyn Club beyond friendly electioneering rivalry, and we are still more pleased that the gentlemen referred to are held in high repute by their fellow club members, and all wheelmen who know them.

The editor would state, that the article was admitted to THE WHEEL's columns under the supposition that it was countenanced by certain members of the Brooklyn Club, whose club loyalty and integrity can not for a moment be questioned, and in whom he had implicit reliance. We hope the gentlemen referred to so unpleasantly, will accept this as the editor's best endeavor to dissipate the false impression which "Felix's" article may have caused. We wish it distinctly understood, that the article was not written by a member of the Brooklyn Club.

THE SAME OLD CHESTNUT SONG.

(See cycling papers.)

Roll I along
On my tried wheel,
Sing I, my song
Onward I steal—

Swiftly o'er hill and plain
Singing the glad refrain,
"Farewell to woes and pain,
All things 'twill heal."

Clear sounds the tune
In the clear night,
While the full moon
Sheds its soft light;

Leaving behind all care,
Breathing the bracing air,
Courage have I to dare;
Sing with full might.

Loudly I sing
Of my loved steed,
Joys he can bring
By his swift speed.

Voice I the thanks I feel,
Honor the silent wheel,
Praise for the horse of steel,
Praise in full mede.

Ever and now,
Truest of friends,
Best gift art thou
Heaven e'er sends.

Happy I'd be to own
Thee as a friend alone—
What's that I struck? A stone?
Here my song ends.

JONAH.

JONAH'S JERSEY JOTTINGS.

I dropped into THE WHEEL office the other day, Editor Prial gave me a cordial welcome, and really seemed glad to see me. I have been very busy for several months, and Prial has had a long and much needed rest. Now Prial is nothing if not grateful. Hence the warmth of his greeting. You see like the rest of weak, conceited mankind, I am persuaded, perhaps to a more than ordinary degree that I know more about the running of ninety-nine out of a hundred kinds of businesses than the owners thereof themselves. And so for years, it has been my wont to drop in and tell Fred. Jenkins, Ned. Oliver, and the rest of them just how THE WHEEL should be run to make it a paying investment, and the boss bicycle journal. Oliver and Jenkins received my suggestions patiently and with a smile of seeming gratitude. Prial would say: "That's a good idea, I'll put it in my book. You know I have a book full of my friends' suggestions? It's a big one now, and if I live long enough I expect to make use of all of them." What greater encouragement could one ask? So I and the rest of his committee of one hundred advisers have continued to pour in our advice daily, hourly, and continuously. Prial wrote on, smiled on, and listened. And with all no wave of trouble rolled across his peaceful brow.

For the most part the past Winter has been a hard one—snow, slush, mud. Very different indeed from 1885, when there was good wheeling up to New Year's. The "toughs" have been at it, of course, as hard as ever, and have ploughed through the snow and skidded through the ice. I must confess to being a "tenderfoot," and have had to rely on interviewing the "toughs" to gather this week's budget of news, which of necessity is rather of a prospective than present character.

With the near advent of the riding season, the prospects for the team road race on Decoration Day begin to take a leading part in the wheel chat of the Jersey members of the Association. The Hudson County, Union County, and Elizabeth Wheelmen will surely enter teams. Of the intentions of Orange, Rutherford and Newark I have heard nothing.

There are eight candidates, I understand, for the H. C. W. team—all Star riders. This club has had the advantage of its intimate connection with the Jersey City Athletic Club, and the racers have had a chance to harden their muscles in a fine gymnasium. Stenken has been doing good work, and is said to be stronger and faster than ever. If his improvement has been at all considerable, Hall, Valentine, Greenman, and Halsted will have to do some lively pumping to carry off the individual prizes.

Pierson, Hetfield and Burnet will probably compose three-fourths of the U. C. W. team. Burnet is an Elizabethan, and has proved himself in track and road races a good "little one." Hetfield, though a new hand, is said to be a scorcher from Way Back. Stories have reached me about big rides of his on consecutive days, and he is said to be able to crowd 200 miles on country roads.

The Star craze has struck Elizabeth with a vengeance. Such dyed-in-the-wool cranks as the Bonnetts, father and son, now push the levers, while Jenkins and Barrows display strong symptoms that way. Defeat has not cooled the ardor of the E. W. nor its enthusiasm for the success of the association. The crop of candidates for team honors is as large as ever. The club's representatives will probably be chosen from the following aspirants: S. B. Bowman, E. J. Runyon, D. B. Bonnett, A. N. Lukens, and L. B. Bonnett, Stars; W. H. Caldwell, G. C. Pennell, and A. S. Bellinger, Cranks; and A. C. Jenkins and W. J. Burrows, on the fence. The Bonnetts, Caldwell and Bellinger have been members of former teams.

The Plainfield Bicycle Club is a grateful and gallant one. On Feb 22 its friends among the ladies, by a fair, assisted it in adding \$550 to the club's treasury. As a token of appreciation, the wheelmen are to tender them a reception at the Park House on April 18.

Work on the new club-house of the E. W. will be begun this week. On the 13th inst. the Wesleyan College Glee Club will give a concert at the Temple Opera House, for the joint benefit of the college

football association and the E. W. building fund. The efforts of the "ticket fiends" have been crowned with success, and a big house is insured.

There is great unanimity in the League elections in this State. The work of the nominating committee has been so satisfactorily received that there will be no opposition. The candidates are all "good men and true." Dr. J. H. Cooley's long experience in League work is a guarantee that his administration as Chief-Consul will bear rich fruit in increased membership and effective work.

The additions to the ranks of the Hudson County Wheelmen this Spring have been numerous, until it has now passed the Elizabeth Wheelmen and is the largest club in the State. The plan of waiving initiation fees for a time is a good one, and is well worth trying by those clubs that wish to swell their numbers so as to gain the advantage of an increase in regular income. How excellent has been the administration of this club's affairs is proved by the fact that even in a city of such size as Jersey City, no rival organization has ever sprung up or been even thought of.

The number of lady riders in Elizabeth is on the increase. There are two more candidates for the Ladies' Division in the E. W. Board. Their election will bring the total up to ten. The E. W. has now more League lady members than are attached to any club in the United States. Their semi-weekly runs last season did much to make wheeling popular with the gentle sex in Elizabeth.

Saich, the well known former head repairman for Zacharias and Smith, who is manufacturing the new King wheel, has some twenty hands at work, and expects to have a few of the machines out on the road in two or three weeks. With such a rider as Kluge to show its paces, the King will not suffer for lack of exhibition. The firm will be able to turn out 100 wheels a week when running at full time.

Twenty-two members of the E. W. have so far signified their intention of attending the Stevens lecture in uniform.

JONAH.

FROM THE ORANGES.

In my notes last week, the type represented me as saying, in the last paragraph, that I had favored a *Bi-Monthly* League organ. Such a statement appears, on its face, either as a misprint or an absurdity. What I did say was that I favored a *Bi-Weekly* League organ. Two years ago, I held that if the League issued a paper, say, on the first and fifteenth of each month, every need would be met. To-day, in the light of experience, I say that we would have been much better off, if such an organ had been decided upon, and further, that it would meet all our wants now, and cost less money.

To get down to more local affairs, it should be noted that Dr. Kinch, of Westfield, declines the nomination for Chief Consul. His nomination came from his own club, and presumably with his consent. The Union County Wheelmen are ambitious, and imagined that everything would work smoothly. Had they been a little less independent in advance, perhaps they might have had better luck.

Heretofore the Essex Club have been noted as quiet road riders, and have kept free from all racing interests. Last season, however, a desire on the part of some of their members for greater activity grew stronger, and a determination is said to have been expressed to boom the club this year. Perhaps the Wanderers' activity had something to do with it. At any rate, C. R. Hoag, formerly of the N. J. W., and the fastest racing man hereabouts, is now lieutenant of the Essex. A few of the quieter road-riding members have withdrawn.

It looks as if Gregory, of the Atlantans, might be after a record. I have seen him on the road oftener than almost anyone else this Winter.

For a January record, I think L. H. Johnson is probably ahead for this section. He covered about 150 miles.

Mr. Johnson has just moved into his new store in Orange. It is very pleasant and convenient, and just opposite to the League hotel.

The Wanderers have moved into their new quarters, opposite the Brick Church Station. They begin club runs on April 23d. The bicycle and tricycle divisions will usually run separately, but a number of general runs for the whole club will be called. Captain Porter's schedule of runs to July 4th, will be issued this week. He expects to call a century run for June 4th. 5678.

THE ILDERAN'S NEW HOME.

[Special to THE WHEEL.]

The Ilderan Bicycle Club of Brooklyn, although the youngest, is by no means the least progressive of her clubs. Their latest move in keeping up with the spirit of the times is the hiring of the three story frame dwelling, No. 71 Lincoln place. Its location as a club-house is excellent, as it is but eighty feet west of Sixth Ave., whence the Park can be reached by a three minute's spin on the smooth pavement. They will occupy it on May 1.

The dimensions of their new home are 22 feet x 32 feet 6 in. By ascending four steps from the sidewalk, the lower hall is reached, which extends through the house and connects with the yard in the rear, which has a depth of 60 feet. On this floor, and opening from the hall by wide doors, are a front and rear room respectively 17 x 15 and 17 x 14. These will be used as wheel rooms. On the second floor are a bath room, in the rear and adjoining same, and connecting with the hall, a locker and dressing-room 17 x 16. Connecting with the latter, by double sliding doors, is the front room or parlor, 17 x 17. By opening the sliding doors, these two rooms can be made practically into one for entertainment purposes. This floor is completed by a front hall room, to be used as a committee room. The third floor consists of three rooms: a rear hall room, for use of janitor; a reading-room and card-room adjoining same, 17 x 14; and a front room, 17 x 14; and a front room, 17 x 15, with alcove, 9 x 6, to be used as a billiard room.

Immediately after occupancy, the various rooms will be furnished in a way suitable to the purposes for which it is proposed they shall be used. Thus equipped the club will be as comfortable as its older rivals, and within a year they expect to accomplish what their new quarters will amply permit—the doubling of their membership.

ALERT.

The seamless tennis, bicycling and athletic shoes, patented by Mr. Andrew Graff, have gained a national reputation. The shoes are made out of one piece of leather, have but a small seam at the heel, and are marvels of lightness, durability and comfort. Mr. Graff is fitting out many base-ball, athletic, cycling and tennis clubs with these shoes, which are 50 per cent. cheaper than most shoes of the same grade.

BROOKLYN NOTES.

Every season witnesses a fuller appreciation of the pleasures of touring. The evolution from the fancy nickel plated wheel, which was wont to parade our streets, the cynosure of gaping pedestrians, to the light, strong, enamelled roadster of to-day has been but the boon companion of a corresponding change of sentiment. Those who held aloof from cycling as a showy, boyish sport now eagerly embrace the sturdy enjoyment which it affords; and the indications of to-day point to a reinforcement of this idea, preparatory to another decided step forward in the direction of utility. As popular prejudice melts before the rays of a practical application of cycling, undimmed they pierce into its future, and make clear the way which the knowledge of what should constitute our rights and privileges has made us content simply to hope for. The wheelmen of to-day can hardly appreciate the respectful recognition which he receives, unless he had ridden in those days when "the way of the cyclist was hard."

Constant improvements carry this true aim of cycling higher and higher upon the wave of popular acceptance, and it is gratifying to note the long swinging strides, as Brooklyn promptly falls in with the advancing cause. It evidences increased vigor, and augurs a season of great activity for the wheelmen who are proud of the name. As thus the subject carries the thoughts home to our own door, let us enter and discuss the issues which it presents.

Upon the organized fraternity depends the maintenance of Brooklyn's prestige. The history of the sport fully warrants us in assuming the improbability of a retrograde movement. What we have to deal with is not so much present possessions as future acquisitions. As we are all League clubs, let us strike out boldly and show what stuff there is in the Brooklyn contingent of the New York Division. We are hemmed in by several glaring checks to the natural expansion of touring. The initiatory step of the oldest club of Brooklyn, taken recently regarding an outlet to the Long Island roads, should be quickly caught up by her sister clubs and magnified into a steady tramp, tramp, tramp, that will sweep before it the obstacles which nature, and the machinations of man have raised.

Who will work to help put through the bill presented at Albany? Who will supply Long Island with INTELLIGIBLE signboards? Who will attempt to secure the paving of the Bedford Ave. hill? Who will strike a blow at the L. I. R. Co.'s exorbitant rates? Who will secure electric lights for our Boulevards? They are but some of the subjects concerning which the L. A. W. members at large shall look to the local Board of Representatives to take decided action upon. It is but the pulse of our club life and sentiments, and to it are imputed the duties of a remedial agent. May the new board appreciate the opportunities before it, and win praise from its constituents.

Stevens will receive a royal welcome on the 16th inst. The main section of the parquet has been taken up by uniformed wheelmen, and the blending of club colors will be decidedly novel, as this family will consist of 43 Brooklyns, 39 Long Islands, 34 Kings County Wheelmen, 30 Ilderans, 22 Elizabeths, 15 Passaics, 13 New Jerseys, 10 Harlems, 10 Rutherfords, 8 Mercurys, besides a possibility of many of the Orange boys wandering in. The Citizens and New Yorks will not be uniformed, but will occupy prominent positions respectively on the right and left side of the front of the main floor.

The use of the East Drive by wheelmen has resulted as yet in no serious calamity, although the sergeant of the police has been heard to consolingly remark: "Yes, you boys have the East Drive now, but there's going to be some dead wheelmen picked up there this Summer." The sergeant probably feels that his toes have been trodden upon, and making due allowance for this, we have but to use caution to prevent the fulfillment of his terrible prophecy.

There are more tricycles ridden in Brooklyn this year than ever before, and the variety that one sees on a pleasant Sunday morning is astounding. The latest styles have passed through the scrutiny of an early appearance on the road, and it only remains for someone to make himself famous by dashing through the Park on the new Star tricycle, and absorbing all that interest, and curiosity which lightly flits from wheel to wheel at this period of the year.

Great scarcity of news—but won't this beautiful weather soon make things "hum."

ALERT.

HARTFORD NOTES.

A few days ago, the Hartford Wheel Club Polo Team and nine more of the club, went to Unionville, a town situated about 14 miles west of Hartford. We went in a four horse buss, leaving here at 6:30 p. m., and after a very jolly ride, or rather sail, (for the roads were vile) of 2½ hours, we reached our destination, and got on the floor a few minutes after nine o'clock.

The rink is a small one, which gave the home team a great advantage over the visitors, who had practiced (that is, the ones who had practiced at all), on a very large surface; notwithstanding this, after a hard fought game, in which the score was tied three times, the Wheel Club won by six goals to four. After the game came the grand event of the evening, in the form of an elegant supper at the home of Mr. Tracy, a member of the H. W. C., and our future Chief Consul. At 12:30 the meeting was adjourned, and then 14 miles and 2½ hours more of muddy roads, then home again in a snow storm.

One of three of the boys who staid over night in Unionville, had on a Spring overcoat, and was the "source of innocent merriment" as he returned in the driving snow storm by rail the next morning.

Contrary to this game, the Meriden Club goal-tenders did up the H. W. C. team a few days later, six to one.

Mr. Henry Goodman, well known to cyclers who attend the large tournaments, has opened an athletic goods store on Main street, that is well worth notice. He has the agency for the Columbia; he also has a very complete line of Spalding's fine goods; also a fine line of bicycle sundries, and I must not forget the tennis goods, and superb stock of racquets.

I must now bid farewell to my brother wheelmen of this most estimable paper, THE WHEEL, as I am going to leave for the far west, to fill a position in Dakota, and I shall be well "around the turn" before this is in print. F. F.

FROM THE EMERALD ISLE.

EDITOR THE WHEEL:—Your editorial mandate that THE WHEEL readers be kept alive to the doings of the American Team abroad, and also descriptions of leading cyclists, roads and cycling generally, invites me to abstain from church this glorious Sunday morning in the Emerald Isle, and instead of worshipping the creator of all good, I bow myself to THE WHEEL.

As you have no doubt heard before this, our passage across the pond was not one to inspire respect (but rather dread) of the beautiful sea and water of every degree of salt and freshness. The old saying that "there is sunshine behind the darkest cloud" has been brought vividly to our minds since landing in Shamrockland, however, and if care killed the cat, we ought to have been dead some days ago. Those dark stories of rapine, murder, and general outlaw business, administered to Americans by cable, of the terrible state of Ireland, will never be believed by the American Cycle Team (at any rate) again, for wherever we have been (in the north of Ireland) there have been no signs of the gentleman who is supposed to invite you to "tread on the tail of his coat," no shillelagh has been twirled in our face, no one has tried superior marksmanship from behind the hedge—and I

haven't had the pleasure of seeing above two of the famous "rint payers" being driven to market by a string. I give the facts in order to dispel the illusion (which existed in my own mind, and which seems to be the common opinion that the natives of Ireland do nothing but practice on innocent pedestrians with popguns (otherwise real guns) from behind fences, and smoke short dhudeens, supplied with Limerick twist, wear short breeches, drive pigs to market and behave generally as heathens would. No, the inhabitants (of the North of Ireland at any rate) are a peaceable and industrious race with none of the afore-mentioned popularly supposed traits of character. A race of splendid physique, men and women of superior physical proportions, quick, well-behaved, well-dressed and withal a noble people. The cyclists of this portion of the globe are what is known as "jolly good fellows," and should a stranger fall into their hands, they will go away with a lively and appreciative recollection of the Emerald Isle cyclist. Their club rooms may not be as handsome and not so well appointed as American club rooms are, but for entertainers they undoubtedly lead the world by a large majority.

The first place we touched at was of course Londonderry, and to show their appreciation of our landing at their port, the Londonderry Bicycle Club, headed by Howard Rosson induced the team to allow the club to banquet us, which they did in right royal style. In Belfast, where we stayed one day to see the sights, the press and cyclists could not do too much for us. On our arrival in the Irish metropolis representatives of the Leinster, Irish Champions and Phoenix Bicycle Clubs and some dozen reporters seized us on alighting from the horrible trucks, by courtesy called trains in Ireland. The trains are the only signs that the country is Ireland, and they are "rank" indeed, for accommodations. The Irish Cycling Association happened to be in session on our arrival in Dublin, and conducted by the committee of welcome, we invaded the Association's headquarters, Wicklow Hotel, and while disposing of abundant refreshments, concluded arrangements by which the American team appears at the two day's sports given at the splendid Balls Bridge third of a mile track, at Easter. The team commenced active training three days ago.

Faithfully yours,

W. J. MORGAN.

DUBLIN, March 20th.

The New York State vote for Chief Consul and Representative will be counted on April 13th.

The tires of the new Columbia tandem are made of pure rubber. The tandem is now on exhibition at the principal Columbia agencies. New York wheelmen may examine it at 12 Warren street.

THAT A. C. U. MEETING.—The annual meeting of the A. C. U., which was called for last Sunday week, at Young's Hotel, Boston, was twice postponed, there being no quorum present. Only three members attended the morning session, and at the postponed meeting called at three p.m. the same number turned up. The question whether the A. C. U. was dead or not, seems to be at last satisfactorily answered. And yet, the A. C. U. might have reformed racing legislation, had it only half tried.

WHEEL GOSSIP.

The New York Bicycle Company are having a drive in New Rapids.

The Wheelmen of Cincinnati think of chartering a sleeping-car for the journey to the League meet.

A new club is being organized in Newark. It will have headquarters on Clinton avenue near Broad street.

Mr. Geo. A. Jessup has been appointed Chief Consul of Philadelphia, in place of John A. Wells, removed.

Karl Kron announces that he intends to publish a road book entitled, "My Second Ten Thousand," in the year 1890, or as soon thereafter as 30,000 copies of his first book is sold.

"HE IS THOROUGHLY DELIGHTED—I am thoroughly delighted to find that you are succeeding with THE WHEEL. The few words of praise I gave it were no more than deserved."—*Extract from private letter.*

L. A. W. member to candidate for the Presidency: "Are you addicted to writing letters?" Candidate: "No, sir, I am not." Member: Well, you're the man we want."

Dates of English Amateur Championships—May 20th, 1 mile bicycle, 25 miles tricycle; July 2d, 5 miles tricycle; July 4th, 1 mile tricycle, 25 miles bicycle; July 23d, 5 miles bicycle; August 1st, 50 miles bicycle.

Mr. Poultney Bigelow sailed for England on March 30th. He will make an extensive wheel tour on the Continent, and probably give *Outing* some pen and pencil views of the Old World, from a wheeling point of view.

Stevens' book will be issued about May 1, by the Scribners. It will contain 600 pages, bound in cloth, and fully illustrated. The frontispiece is a finely colored litho of Stevens riding through India on his wheel.

Club secretaries desiring to purchase blocks of seats for the Stevens' lecture, should address Mr. A. C. Bedford, 26 Broadway. All the clubs in the vicinity of Gotham will be represented at the great event.

THEY LIKE IT, DON'T YOU?—"Stick to the course you have entered upon and you will come out all right. Yours is by far the best wheel paper published. Our club members like it very much."—*Extract from a private letter.*

The paying membership of the Massachusetts Bicycle Club, leaving out the dead-wood, is about 180. There are quite a number who are badly in arrears for dues, and are subject to expulsion under the rules, while there are not a few half-rate members.

The Brooklyn Bi. Club will hold its annual meeting on Tuesday next. The annual election of officers will be the principal business of the evening, besides which Thomas Stevens will be admitted to honorary membership in the club.

The Coventry Machinists' Co., Ltd., have just issued a neat catalogue, containing full descriptions and illustrations of the "Club" wheels. The following wheels are described: The King of Clubs, The Club, Universal Club, the Swift Safety, the Marlboro' Club tricycle, the Club Tandem and the Marlboro' Club Tandem.

Messrs. Bartlett & MacDonald have started a cycling agency at 125th street and Sixth avenue. They are agents for a number of popular and sterling machines, will rent wheels and locker room, and keep a line of bicycling outfitings on hand.

The full specifications of the proposed League uniform will probably appear in this week's *Bulletin*. The Uniform Committee paid a visit last week to the mills of the company which has contracted to manufacture the League cloth.

Mr. H. S. Wood has at last settled the vexed (?) question as to whether a resident of Ohio was eligible to hold office from Pennsylvania, by deciding that he is a member of the Ohio Division L. A. W. He has sensibly withdrawn his name as a candidate for Representative for Pennsylvania.

Messrs. Gormully and Jeffery write of Pit's League rug: "The rug arrived this morning, and it is well worth the money. The L. A. W. is having so much trouble, lately, that it sort of hurts my conscience to sit on it as I do, but I suppose that is what it is made for."

The Seventh Regiment Athletic Association holds its annual games at the armory to-morrow, Saturday, evening, at 8 o'clock. Among the events will be one and three mile bicycle handicaps, which, with the fine music, should be enough to attract wheelmen to the games.

Under the new tariff made by the Boston and Albany railroad, under the interstate commerce bill, bicycles will be carried distances of 50 miles for 50 cents, and one cent will be charged for each additional mile. Tricycles will not be received in baggage cars.

A meeting will be held at the International Hotel this evening to form an inter-club road racing association for clubs in the vicinity of Boston, somewhat on the plan of the New York and New Jersey Road Racing Association. It is proposed to charge an initiation fee of \$10.00, and a magnificent cup, as well as gold medals, will be offered for the several races it is proposed to hold during the season.

Karl Kron's Book.—At length like a man coming to the end of a long tunnel, Karl Kron begins to see light. His book will probably be published in May, flowery May. The book will have 800 pages, and will contain 585,400 words—equal to 366 pages of THE WHEEL. Until the publication day, probably May 4th, cash orders will be received at \$1.50; after the book is once on the market it cannot be purchased for less than \$2.00. Send along your orders.

In addition to their famous convertible tandem, the Cunard Company are bringing out a nonconvertible, with solid Bessemer steel axle, fitted with four ball-bearings and a very neat balance gear. The driving wheels are 36 inches, the pilot 30 inches, hollow rim and very thin direct spokes. Mr. D. Rogers, who is now in England shipping wheels of this country, writes very enthusiastically of the prospects of the Cunard wheels. One English house has placed an order for seventy safeties, and the firm is really behind hand on orders. This Spring, 3,000 single and tandem tricycles have been manufactured, and the company has spent \$35,000 in extra plant and machinery.

The merits of the Quadrant Tricycle, now imported by Messrs. Samuel T. Clark & Co., are just becoming generally recognized. The Quadrant has been found to be a fast machine on the level, and a remarkably good hill-climber. The famous Weathercock Hill, near Birmingham, England, was never surmounted by any of the many bicyclers and tricyclers who had tried it, until Mr. Bird overcame it on a Quadrant Roadster tricycle, geared to 54 inches. Mr. Bird rode from summit to base without a dismount, and with ordinary cranks and handles. Many attempts have since been made by other riders to surmount the hill, but without success. This machine has also been driven a mile on the road in 2m. 38s.

It is not generally known that the Newark, N. J., firm of Reber & Saich, has been changed to Reber, Saich & Kluge, the crack scorcher having recently been admitted to partnership. The firm has enlarged its quarters on Academy street, and put in the machinery necessary to manufacture the King bicycles, which by the way, have been greatly improved, and will be first-class wheels, and not a cheap wheel as some suppose. Besides, the firm have an enviable reputation for repairing wheels skillfully, and at a moderate charge. Other improvements are contemplated, and in a few weeks this firm will be possessed of one of the finest salesrooms in Newark. The members of the firm, though young, are enterprising, and one cannot help wishing them success.

DORCHESTER BICYCLE CLUB.—A regular meeting of the Dorchester Bicycle Club was held on Tuesday evening at the rooms in Dorchester Lower Mills. President George L. Haynes occupied the chair. The committee on new rooms reported that it was desirable to obtain new quarters for the club, and recommended that rooms be procured in a new building to be erected in Adams street, near Parkman street. It was voted that the club uniforms be dark grey, and the collar to be turned down. It was voted to join the team Road Racing Association now being formed, and President Haynes and Warner L. Doane were appointed a committee to attend the next meeting of the organizers, to be held at the International Hotel Friday evening. William Emerson was elected an honorary member of the club.

A TANDEM UNICYCLE.—A most unique cycling novelty has just been completed. It is nothing less than a tandem unicycle. The wheel is 54 inches, of full roadster weight, but with tangent spokes, great strength and rigidity being necessary. Around the wheel extends elliptical frame, which is adjustable upon the axle much in the same manner of a "teeter totter." One rider is seated on the front and the other on the rear end of the frame, and the difference in weight equalized as much as possible by the adjustment of the frame on the axle. The riders sit facing in the same direction, each one pedaling. The pedals being connected with the wheel by adjustable gearing chains. The machine is geared for a rapid pace, for it will be necessary to maintain great speed in order to keep the wheel erect. There is no steering attachment whatever to the wheel. The steering will be done by the riders swaying their bodies to and fro.—*Boston Herald.*

WHO MACADAM WAS.

John Loudon Macadam, the inventor of the system of road-making which bears his name, was born in Ayr on the 21st of Sept., 1756, and died at Moffat on November 26th, 1836. It was while discharging the duties of road-surveyor at Bristol that Mr. Macadam conceived his new plan of constructing roads. His system may be briefly explained thus:—The stones were to be so broken that they would pass through a two-inch ring, and weigh not more than six ounces. The inspectors of the work carried a small pair of scales and a six ounce weight in their pockets, and when they came to a heap of stones the weighed one or two of the largest, and if they were about the required size they were passed. There is a very wide difference indeed between the macadam roads of to-day and those laid down by the inventor. The stones are now much larger than the original size, and it is necessary, in order to make the roads fit for traffic, to crush the stones down with steam rollers, and to pour upon them sand and gravel, which after a rain, cover the surface of the thoroughfare with mud. Mr. Macadam, in his evidence before the House of Commons in 1819, said:—"The greatest care should be taken that no earth, clay, chalk or other matter that will hold or conduct water be mixed with broken stone, which must be prepared (*i. e.*, broken) so as to unite by its own angles, into a firm, compact, impenetrable body." It may easily be conceived that roads so constructed would be infinitely superior to the so-called "macadamised" roads of the present time.—*Bicycling News.*

MR. HAMILTON WAS NOT COASTING.

EDITOR WHEEL:—In a recent issue of your paper, among "Brooklyn Notes," is an account of an accident to Mr. Hamilton, of the Calumet Cycling Club, ascribing the accident to his disobedience of the Park regulation, prohibiting "coasting." As I was with Mr. Hamilton at the time of his accident, I beg to correct the statement there made. Mr. Hamilton was *not* coasting. We were riding on the West Drive, below the hill at a rapid rate, and he was thrown over the handle. The Calumet is a law-abiding club, and it is in justice to them that I make this statement. Yours very truly,
R. L. JONES,
Calumet Cycling Club.

THE KINGS' COUNTY WHEELMEN'S NEW HOUSE.

We are pleased to learn the Kings' County Wheelmen have broken ground for a new club house at the corner of Bedford avenue and Fulton street. A special meeting of the club was held at the club house on Monday evening, and the important move was unanimously decided upon, and the building operations were immediately commenced.

The location is a very desirable one. The plans are in the hands of the committee and a competent architect, who are now hard at work conjuring up a model club house.

There will be wheel, billiard, card, toilet, committee and locker rooms, with parlors, etc. The building will be lighted throughout with incandescent lights. Altogether, it is intended to make the house second to none in this country. The cost will be about \$16,000.

A BOOM FOR WHEELMEN AND ATHLETES.

Doubtless many of our readers have been astonished at the famous euchre hand of "Which Wins?" and which appears in our advertising columns. Probably many of them have tried to decide the question for themselves, but if they have stopped here they have missed the real point at issue.

The real motive of this euchre problem is to attract attention to Adam's Tutti Frutti chewing gum. A few weeks since a representative of THE WHEEL determined to call at Messrs. Adams & Sons' factory, in Brooklyn, to learn something about this famous article, which has been used so much by wheelmen, athletes, and others with such good effects, and he is pleased to be able to tell the readers of THE WHEEL something about it.

In the first place the gum is manufactured from the sap of a Mexican fruit tree, called Chico Zapotis, and is therefore a purely vegetable substance. It has been submitted to eminent analysts, and the claims of the manufacturers that it contains no deleterious elements have been proven by chemical analysis.

The object of the gum is to produce an abundant flow of saliva, which is necessary for the proper digestion of food introduced into the stomach. The salivary glands are affected by colds, dyspepsia, even in its mildest form, indigestion, and are very often naturally deficient, so that saliva is not secreted in sufficient quantity. It has been proven beyond a doubt that if the saliva flows freely before and after meals complete and easy digestion will be the result. By chewing Tutti Frutti before and after meals for a very short time this result is accomplished. It is pleasantly flavored, which makes the chewing of it anything but unpleasant. The efficacy of the gum has been so thoroughly proven, that Tutti Frutti may be bought all over the civilized world, and the first-class restaurants in all the large cities keep it on sale; it being obtainable even in the famous Delmonico Cafe. The firm has abundant testimony to prove the good results of chewing the Tutti Frutti, which we have not space to reproduce.

But it is from the cycling and athletic standpoint that we would particularly refer to Tutti Frutti. It is a great boon on a long ride, when the throat becomes parched and dusty. In fact, it prevents the dust from accumulating, and it was a dust-preventer that Tutti Frutti was first prominently brought to the public notice, the frequenters of rinks, finding that their throats were not clogged up by the dust that filled the air, so long as they chewed Tutti Frutti. It is just the thing for a long race where water is not obtainable or available. Before the race, too, when the competitor's throat is parched by nervous excitement, and he is "spitting cotton," as the boys call it, Tutti Frutti is the best thing that can be used to moisten the throat. We have no doubt that this article will be used by all wheelmen this season, both on the road and on the race path. The manufacturers have submitted samples of Tutti Frutti to prominent wheelmen, and will shortly publish their opinions. If you cannot purchase a sample in your city, write to the manufacturers, Messrs. Adams & Sons, 150 Sands street, Brooklyn.

THE STAR TRICYCLE.

The Machine, as illustrated, is intended for boys and misses, and is scarcely large enough for full grown persons. The driving wheels are 26 inches in diameter with tires No. 3 section, and the machine will just go through a 30 inch door. The regular Star levers and clutches are applied for driving the machine and drive the spindles direct without chains or other connections—the driving is alternate, that is, one lever drives one wheel and the other lever the other wheel, making it possible to turn within the dimensions of the machine if necessary, and by applying both feet at once the machine can be forced over the largest of obstructions or through heavy sand. The alternate driving does not effect the steering because of the improved manner of arranging the front wheel so that its contact with the ground will be in line with the steering bar centres—these centres are made long and compensating. The steering bar with brake connections are adjustable for any height to suit the size of rider or height of saddle, which is likewise adjustable.

The bearings are plain but of ample dimensions to be durable, and are held in line by substantial framing. The levers are hollow and coned at the hinged ends where they are covered by an improved form of framing. The levers are provided with a substantial adjustable stop to limit the stroke at the bottom for coasting or dismounting, and there is also a limiting stop at the top. The saddle support and these stops being all adjustable as well as the steering bar, the machine is adjustable for the smallest child up to good sized boy or young miss, and the advantages of the independent action of the levers and no dead centres the same as on the Star bicycle, are great desideratum. The wheels on these machines have the latest Star rim and tires, and solid drawn double butt-ended spokes screwed direct into the hub.

The Smith Machine Co., now testing larger and smaller machines on the general plan, and when ready for market due notice will be given. The Machines are preferably finished in black enamel with nickel trimmings and will be furnished complete including saddle, seat-spring, tool bag and tools, for \$100.00.

Mr. Bert W. Moore of the Oak Leaf Wheelmen of Stockton, has just completed a tour from San Louis Obispo, north to San Jose, he reports a good time, and very fine roads during the majority of his trip.

Messrs. Meeker and James made a trial century run last Sunday, in order to lay out a schedule, and prepare for the century run of the Bay City Wheelmen, which is to take place on the 10th of April, some twenty men, it is promised, will start, how many will finish remains to be seen. The club is to have a sort of preparatory club run of seventy miles on April 3d.

The Bay City Wheelmen at their last meeting decided to obtain a new headquarters, and have opened negotiations for a large store on Van Ness Avenue, the store is 25x72 and the rear portion is to have a bath room and lockers next a wheel-room and gymnasium, then billard room and in front a parlor and reading room, when carried out this will be by far the best bicycle club house in the far west.

LAWN TENNIS.

We start our Tennis Department this week. We are aware that it is puny, but we hope that by careful nursing it will grow up a healthy child. We want news from all the Tennis Clubs, and every city in which there is a tennis interest. We also want subscriptions. We should like particularly to have news notes from Secretaries of clubs.

The numerous clubs who play at Prospect Park have reason to congratulate themselves over the new regulations which have been made for their convenience and comfort. This year additional courts will be provided on the Nethermead and the lower end of the Long Meadow. A general season permit will be given to all who apply for a ground, but no special courts will be reserved for any one club. Suitable rooms will be furnished with lockers and placed at the disposal of the tennis players.

THE MONONA TENNIS CLUB.

The Monona Tennis Club, which completes its first year as a club in May next, has been a remarkably successful organization. About a year ago a few enterprising young men living about the Harlem River, saw the rapid strides that lawn tennis was making toward being one of the most, if not the most popular of outdoor recreations, and rightly judging that the game would become popular with the young people in that vicinity, organized a club, as an experiment, with the following officers: President, Fred. Greene; Vice-President, William Stewart; Secretary-Treasurer, H. D. LaCoste. The success of the experiment exceeded by far the highest anticipations of the promoters, and at the present time the Monona Tennis Club is looked upon as a permanent organization.

During the season several tournaments were held, and a number of very handsome prizes were awarded the winners in their respective sets. A number of the members gave promise of being good players ere another season should pass, especially the ladies of the club, some of whom displayed excellent skill in the wielding of the racquet, and considering that it was the first season the major portion of them had played tennis, they made a very good showing.

At the close of the season, and during the Winter the club gave a reception each month, and these social gatherings tended to keep alive the interest in the game, and as the time approaches when the racquet and ball will once more be put in motion, the old interest returns with increased vigor, and everything points toward a prosperous and an enjoyable season. The membership, which is limited to thirty (30) is complete, and there is some talk of raising the limit to fifty (50), as there are a number of people desirous of joining the club.

The grounds occupied by the club (owing to the size) admit of but two (2), double turf courts; they are very level, and when put in order make very good courts. As soon as the officers for the coming season are installed in their respective offices (which will be at the next meeting, to be held early in May), work will be immediately commenced so that the grounds will be in perfect order by May 30, at which time the club will have their "Opening Day," and in all probability will hold a tournament.

CASUAL.

THE TENNIS CONVENTION.

Fifty-nine of the six-five clubs composing the United States Lawn Tennis Association met in convention at the Hoffman House, this city, March 11. The following officers were elected: President, R. D. Sears, Longwood Cricket Club; Vice-President, J. S. Clark, Young America Cricket Club; Secretary and Treasurer, H. W. Slocum, Jr., St. George's Cricket Club. Executive Committee—T. K. Fraser, A. B. Storey, G. M. Brinley and H. A. Taylor. A lively discussion resulted in the adoption of the Wright and Ditson ball, instead of the Ayres ball, heretofore used. It was decided that in future the singles of the annual tournament should be contested at Newport, R. I., and doubles on the grounds of the Orange L. T. C. at Mountain Station, N. J., on a date to be

THE CELEBRATED
PIANOS. SOHMER PIANOS.
 ARE AT PRESENT THE MOST POPULAR,
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named by the Executive Committee. A change was made in the rules for playing the game, as follows (an amendment to law 8 and new 44 adopted):

Law 8 amendment—It is a fault if the ball served do not drop as provided in law 7 or if it touches the server's partner or anything he wears or carries.

Law 44.—If a player serve out of his turn, the umpire, as soon as the mistake is discovered by himself or by one of the players, shall direct the player to serve who ought to have served. But all strokes scored and any fault served before such discovery shall be reckoned. If a game shall have been completed before such discovery, then the service in the next alternate game shall be delivered by the partner of the player who served out of turn, and so on in regular rotation.

THE GROWTH OF TENNIS.

The game of lawn tennis is growing in popular favor, as will be seen by the report of the secretary of the United States Lawn Tennis Association, Mr. H. W. Slocum, Jr., of Brooklyn. There are sixty-nine clubs in the Association, thirty-five of which belong to this district. The membership of these clubs is estimated to be over six thousand. The clubs in the Association are as follows: Albany, Arapahoe, of Denver, Col.; Belmont, of Philadelphia; Bergen Point, N. J.; Berkeley, of Brooklyn; Brooklyn Hill, Buffalo, Cheyenne, of Wyoming; Country Club, of Westchester County; Danbury, Delaware, of Wilmington, Del.; East Orange, Elmwood, of Providence; Far and Near, of Hastings-on-Hudson, N. Y.; Franklin Archery Club, of Essex County, N. J.; Germantown Cricket Club, of Pennsylvania; Hackensack, Harlem, Harrisburg, Harvard College; Kenwood, of Chicago, Ill.; Knickerbocker, of St. Louis; Lehigh University; Leisure Hour, of Brooklyn; Litchfield, of Connecticut; Longwood, of Boston; Meadow Club, of Southampton, L. I.; Minon Cricket Club, of Pennsylvania; Minnesota, of St. Paul, Minn.; Milwaukee, of Keyport, N. J.; Montclair, of New Jersey; Morristown, Nahant, Newark, New Haven, Newport, New York, South Shore, of Staten Island, Orange, Passaic, Philadelphia, Pioneer, of New York City; Pittsburg, Plainfield, Portland, Powelton, of Newburg, N. Y.; Princeton, Princeton College, Providence, Rochester, Rockaway Hunting Club, Roseville, of New Jersey; Rutledge, of Brooklyn; Scarlet Ribbon, of Chicago, Ill.; Scarsdale, Seabright, Short Hills, of New Jersey; Staten Island Cricket Club, Trinity College, Thirty-third Regiment Club, of Brooklyn; Washington, D. C.; Waterbury, Wedgmere, of Winchester, Mass.; Westchester, West End, of Boston, Mass.; Yale University and Young American Cricket Club, of Philadelphia.

CORRESPONDENCE.

PASADENA, CALA., March 21, 1887.

EDITOR OF THE WHEEL: The following may be of interest to your tennis readers:

A tournament between the lawn tennis clubs of Riverside—San Gabriel and Pasadena—was held at Riverside, California, on March 10th, 11th and 12th. The clubs were well represented, and some very good tennis was shown.

The Gentlemen's Doubles were won by Messrs. Hostetter and Trevelii, of the Riverside Club; Gentlemen's Singles, by M. F. Young, of San Gabriel; Ladies' Singles, by Miss Gilliland, of Riverside; and Ladies' Doubles, by Mrs. Waring and Miss Gilliland, of Riverside. At the close of the tournament a business meeting was held, and an association, to be called the Lawn Tennis Association of Southern California, was formed, and the following

officers were elected: President, Mr. James Bettner, of Riverside; Vice-President, Hon. Abbott Kinney, of San Gabriel; Secretary-Treasurer, Mr. C. W. Saunders, of Pasadena.

The playing rules of the National Association were adopted. The next tournament will be held at Santa Monica, Cala, the second week in August, when, in addition to the prizes for the association clubs, an all-comers' prize, for singles, will be offered for competition.

CHARLES W. SAUNDERS.

LAWN TENNIS IN THE WEST.

The following circular-letter has been sent out by the Western Lawn Tennis Association:

"The growing interest in Lawn Tennis, throughout the West, has led to a desire on the part of many clubs to form a Western Association.

"It is doubtless true that an association of the clubs of the leading cities of the West could do much toward increasing the interests in that healthful sport, lead to the establishment of many new clubs, and, through intercourse and friendly contests, raise the standard of excellence in play.

"The great distance necessary to be travelled, the expense incurred, and the time required to enable Western players to compete in open tournaments so common in the East, coupled with the fact that in such tournaments are met players of greater experience and acknowledged skill, has thus far debarred Western clubs from any extended participation in those tournaments.

"A Western Association with open tournaments would move the impediments now in the way, and enable all clubs to be represented, and eventually to meet the older players of the Eastern clubs on a more even footing than is now possible.

"We take the liberty of inclosing a copy of Constitution and By-Laws, which were adopted at a meeting of the representatives of several clubs from Chicago and St. Louis.

"If the Club of which you are a member would enter such an Association, please send name of club and address of Secretary to the Secretary of the Association, with any suggestions which you desire to make.

"Let us all put our shoulders to the wheel, and build up an Association in the West, that in days to come will be able to wrest some at least of the laurels from our Eastern brothers, and make it a strong rival, although not a disorganizer of the National Association."

FRANK OBEAR, President,
 C. E. CHAPIN, Secretary,
 St. Louis, Mo.
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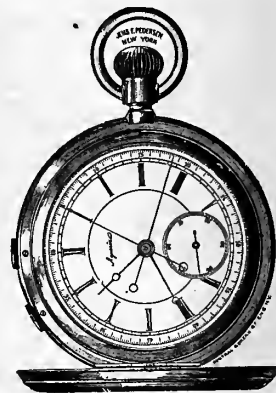
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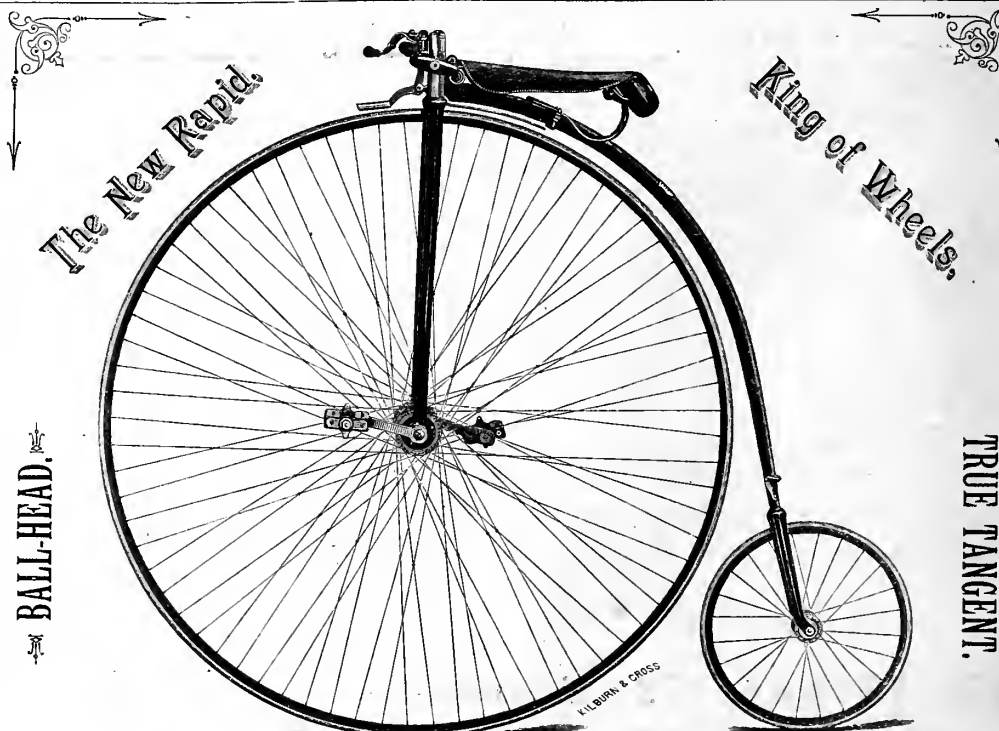
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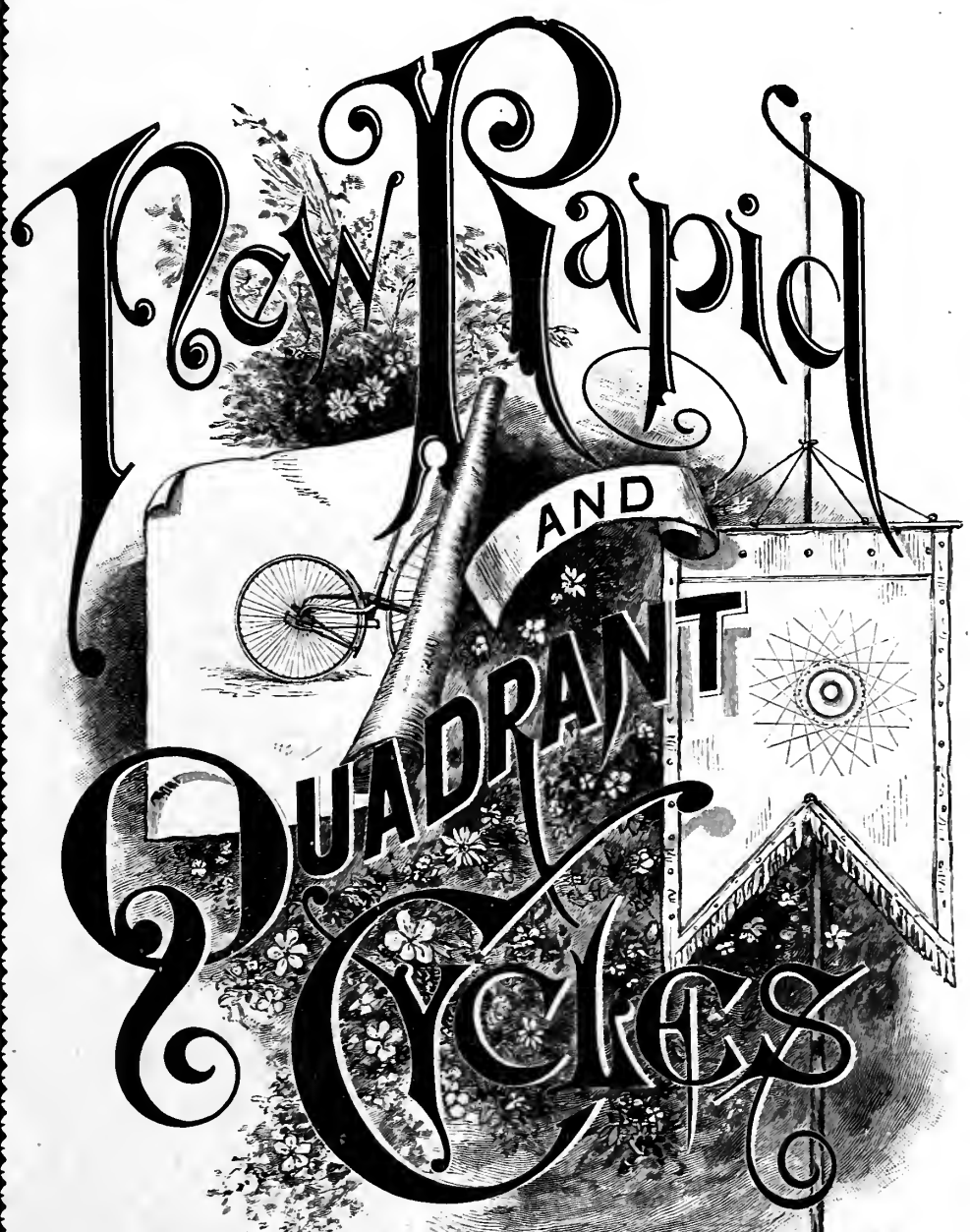
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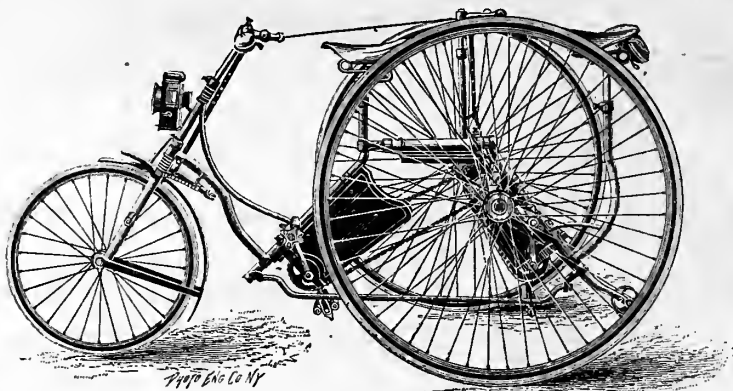
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- WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

EDITORIAL NOTE.

A SIGNAL TRIUMPH.—In another column we republish a cable dispatch, which appeared in the New York World of last Sunday. The importance given to the utility of the bicycle, by a cable dispatch to a great paper like the World, is not to be underestimated. It is a distinct and positive step toward the day, now very rapidly approaching, when the utilitarian and recreative qualities of the bicycle shall be forced upon the public notice by the lay press.

BROOKLYN NOTES.

The members of the Kings County Wheelmen and Ilderan Bicycle Club, have been heartily congratulated on the procurement by both organizations of quarters far superior to their present abodes. Such moves are straws which show the way the wind blows. In the matter of League members, we have more than kept pace with New York in new applications. Our renewal list was larger than we had reason to expect. The age standard of the devotees of cycling is being constantly raised, and the status and dignity of the sport registers a corresponding elevation. In these signs of the times the clubs see a firm foundation for their newly-shouldered responsibilities, and while working hard to fill their new club houses with a large membership, are doing their share towards the realization of Chief-Consul Bid-

well's hope for a state division membership of 3,500 by next Fall.

It looks as if the social bowl of cycling might overflow. What with the Stevens reception, Schwalbach's opening, three housewarmings and the usual club gatherings, the City of Churches will cut a gay figure in her Spring cycling garb.

The clubs are rallying handsomely to the support of Stevens. It is now more than likely that the K. C. W. will go sixty strong in full uniform, and as there is a natural rivalry for the largest club representation on that occasion, the figures given last week will stand revision.

The touring season has opened, and from a personal experience we would advise those who would enjoy it not to be deterred by thoughts of poor roads, for they are now in as good condition almost, as they will be found to be at any time during the Summer. A party of the Ilderans made the trip to Bound Brook and back on Good Friday, via Elizabeth and Plainfield, and Captain Savoy, who was in charge, reports that this route is by far the best for reaching that part of New Jersey.

While speaking of Jersey we are pleased to hear that she will enter at least three teams in the road race. We will then be treated to the sight of from 28 to 40 men competing in one race. "The more, the merrier."

Ex-Captain Edward Pettus has resigned from the Kings County Wheelmen. Some of his strongest supporters handed in their resignations at the same time.

The services at Garden City Cathedral on Easter Sunday were attended by several Brooklyn wheelmen. To reach it makes a pleasant morning ride, and it has become a yearly event on the cycling calendar.

Now come complaints from the Park authorities that the law regarding the carrying of lighted lamps is being nightly ignored. If one of these irrepressible "coasters" and one of these "fiends of darkness" could be brought to test the relative degree of recklessness inherent in each by a mutual collision, while indulging their little peculiarities, the law and order element might then feel that "the punishment fits the crime."

Don't forget Schwalbach and Willdig's opening on the 23d inst.

ALERT.

THE WESTMINSTER MEET.

[SPECIAL TO THE WHEEL.]

Yesterday—Easter Monday—marked an epoch in the bicycle history of Westminster. A bright, fair day, brought twenty thousand visitors to our little city, to help celebrate the semi-centennial of the formation of Carroll County, among whom were sixty wheelmen from various points in the state.

Sunday being a beautiful day, quite a number made the run from Baltimore on their machines, among whom were of the Ramblers, Kingsland, Slothower, Worthington, Hoover, the Messrs. Tyler and Denmead. Of the Maryland's, Rill, Lockwood, J. Kemp Bartlett, Ira C. Canfield, Albert Mott, Winston Breese, James Beatty, W. T. Norris. Messrs. T. B. Eisenbrandt and C. L. Mitchell, of the Centaurs, and W. S. Bagley, A. Gagnaux, J. E. Geegan, S. S. George, Arthur Emory, W. F. Pope, R. P. Scott, and Arthur C. Horn, of the Baltimores.

There being a considerable head wind,

some of the boys took the train after they had ridden to Reisterstown, (16 miles,) and all of them were pretty well blown by the time they got here, but speak enthusiastically of the Baltimore and Westminster Turnpike.

The parade was headed by the bicycle boys in the following order: First came our worthy C. C., Mr. J. Kemp Bartlett. Next came W. D. Seabrook, Captain of the home club, riding with R. W. C. Lockwood, followed by nine Westminster Cycling Ramblers. Following, Ira C. Canfield as Captain, led seven of the Maryland Club. Next came sixteen of the Cycle Club, (Balto.), C. Worthington, Captain. J. W. Ebberman, Captain, with nine Ramblers. Geo. W. Updagraff, Captain, with eighteen of the Hagerstown Club, and a few unattached. Three associate members of the Hagerstown Wheelmen, rode with us on horseback. The balance of the parade was composed after the established order, of firemen and apparatus, trades display, cavalcade of horsemen, etc., interspersed with a host of brass bands. It is estimated that there were twenty-five thousand people in town, though I hardly think there were that many, and of that throng, I did not hear one voice that said other than the wheelmen were the best feature in the display.

They were cheered enthusiastically all along the route, and in their natty blue suits were deserving of praise.

Messrs. Bartlett and Lockwood were the were the guests of Mr. Seabrook, and Messrs. Horn and George of Mr. Cunningham. At night, a select dance at the Town Hall, gave a dozen of the "boys" a chance to meet our prettiest girls, and I think those who were present will remember the celebration at Westminster—especially the dance.

No. 5100.

SPRING.

SPRING RIDING IN CANADA.

On March 31 Messrs. Fred. Foster, the well-known amateur racer, and G. H. Orr, Captain of the Wanderers Club, of Toronto, thinking that Spring had fairly struck the country, determined on a little outing in the country, and mounting their wheels started East on the Kingston road, which is well known to tourists.

Neither rider was clothed any too warm, as the hot sun rays gave indication of pleasant weather. At a rapid pace Toronto was soon left behind, and the country road was found elegant. Mounting several hills, they were surprised to find muddy roads and some snow. However, they pushed through snow and ice until on coasting down a long hill they were suddenly arrested by a snow drift six feet high, reaching entirely across the road. After helping each other out they decided to return.

At first all went well, but the sun sinking down left the atmosphere as cold as ice, and with blue noses and fingers, and lots of slips and falls, the riders done their best to return fast over the twelve miles covered before the wind.

It was not till late that evening that two half frozen, muddy, and dead tired riders arrived at the club-house and told the steward to boil their machines out and hang them up till June, when they hoped the confounded country would be warm enough for a man to ride without a fur collar on.

"CLEM."

THE RIGHTS AND PRIVILEGES BILL.

SUCCESSFULLY LAUNCHED AT ALBANY.

[SPECIAL TO THE WHEEL.]

The bill recognizing the bicycle as a vehicle, and according to all its rights and privileges accorded vehicles on the roads of New York State, was presented to the Assembly on Tuesday morning, by Mr. Cantor, of New York City.

Mr. Cantor made a motion to place the bill on order for a third reading, which though an unusual proceeding, was granted without debate.

The bill was referred to the Judiciary Committee, of which Mr. Cantor is a member, who may report in a day or two. Both Speaker Husted, and Lieutenant-Governor Jones have privately expressed themselves in favor of the bill.

Mr. Cantor was formerly connected with the New York World, is a member of the New York Press Club, and one of the young and able Democratic leaders of the House. He has taken hold of the bill with a rush, and wheelmen should remember his good offices in their behalf, should he ever need their suffrages.

BROOKLYN BI. CLUB ELECTIONS.

[SPECIAL TO THE WHEEL.]

The annual meeting of the Brooklyn Bi. Club was held on Tuesday evening, at which the following officers were elected for the ensuing year: President, L. W. Slocum; Vice-president, A. C. Brush; Secretary, H. H. Koop, Jr.; Treasurer, H. E. Raymond; Captain, A. B. Barkman; 1st Lieutenant, W. H. Meeteer; 2d Lieutenant, W. S. Vail; Color Bearer, Eugene Williams; Bugler, W. E. Fuller; Surgeon, Dr. A. C. Brush; Trustees, W. H. Homan and I. B. Potter. The meeting was largely attended and most enthusiastic, the best of good feeling prevailing. Mr. Thomas Stevens was elected to honorary membership.

THE NEW YORK STATE VOTE.

[SPECIAL TO THE WHEEL.]

The N. Y. State vote was counted on Wednesday evening by the committee, and in the presence of some of the candidates. The vote was unusually large, and the committee were at work from 6 p.m. till 4.20 Thursday morning.

FIRST DISTRICT—220 BALLOTS.

Table with 2 columns: Candidate Name and Vote Count. Includes N. M. Beckwith, E. J. Schriver, John C. Gulick, etc.

SECOND DISTRICT—247 BALLOTS.

Table with 2 columns: Candidate Name and Vote Count. Includes M. L. Bridgman, F. W. Loucks, H. Greenman, etc.

THIRD DISTRICT—158 VOTES.

Table with 2 columns: Candidate Name and Vote Count. Includes Joshua Reynolds, H. J. Galien, Jr., etc.

Table with 2 columns: Candidate Name and Vote Count. Includes Raymond Coon, J. W. Clute, Frank Munsell, etc.

FOURTH DISTRICT—60 BALLOTS.

Table with 2 columns: Candidate Name and Vote Count. Includes Robert Thompson, Fred. K. Brigham, etc.

FIFTH DISTRICT—104 BALLOTS.

Table with 2 columns: Candidate Name and Vote Count. Includes I. R. Adriance, Gerry Jones, H. C. Spalding, etc.

SIXTH DISTRICT—168 BALLOTS.

Table with 2 columns: Candidate Name and Vote Count. Includes G. E. Blackan, C. S. Butler, W. S. Bull, etc.

*Defeated.

A new Cyclists Union.—The Oronoco Cyclists Union, will hold a meeting at the United States Hotel to-morrow morning. Officers to serve for ensuing year will be elected. Mr. Ducher will be again put forward for the Presidency.—Mail and Express.

The cycling column which adorns the Saturday afternoon Mail is more amusing than a matinee.

SPOKES.

The wheelmen of Cooperstown, N. Y., are endeavoring to organize a club.

Wheelmen will find caps, bells and other bicycle outfittings at Smith's Sporting Goods depot, 123 Fulton St.

Mr. L. H. Johnson daily expects the arrival of a consignment of Humber wheels. The equal-wheeled Rover-type safety will make a good impression.

The Massachusetts held three club runs last week, one on Fast Day—Thursday, April 7, and two moonlight runs on Friday and Saturday evenings, the 8th and 9th.

Messrs. Schwalbach and Willdigg now have a complete line of tennis goods. It is expected that a large number of Prospect Park clubs will hire locker-rooms for the season at this place.

We hear that the warm days in the early part of the week sent the "Columbia Shoe" on a bender. The wheelmen who drop into the Pope Co.'s Warren St. store are invariably pleased with the shoe. The new Columbia tandem creates much favorable comment.

Messrs. Jackson & Co., who are Boston agents for the famous "Dunlap" hats, have the finest appointed hat store on Tremont St. Many prominent club men purchase their head-gear at this store, and wheelmen will find it to their advantage to give them a call.

In his jottings "Jonah" reports the Smith Machine Co., unable to fill their orders. We learn from headquarters, that "Jonah" has been misinformed. While the Star sales this year are greater than ever before; the company was fully prepared, and is filling orders at short notice.

The Prospect Park Commissioners have decided to allow tricyclers to use the paths as well as the drives, at all hours of the day. Mr. W. Shaw made application for the privileges and was successful in having the rule made general. All wheelmen are henceforth required to carry lanterns after night-fall.

E. I. Horsman & Co. have been working hard at their bicycle department, which will be ready for occupation in a few days. It will give them ample room to show off the Champion wheel.

Our representative recently examined Messrs. Norman & Bennett's stock of bicycles, tennis, athletic, base ball and sporting shoes, and found them substantial, well-finished, and sold at reasonable prices. Bicycle dealers can make good arrangements with this firm to handle their goods.

At the meeting of the Omaha Wheel Club, held April 5th, the following officers for '87 were elected: President, C. M. Woodman; Vice-President, Dr. G. W. Williams; Secretary, F. N. Clarke; Treas., G. F. Schwarz; Capt., F. T. Mittaner; Lieut., T. F. Blackmore; Color-Bearer, A. C. Jolliffe; Buglers, Perry Badellet and H. B. Mulford.

We have carefully examined and experimented with the jersey-fitting underwear, tights, knee-tights and bicycle garments, so fully described and illustrated in Messrs. Holmes & Co.'s advertisement, and find them to possess the merits claimed for them. A careful reading of their advertisement will repay wheelmen about to purchase an outfit.

Our representative, who was in Boston last week, reports trade booming, most of the manufacturers and importers working nights to get out orders. Messrs. William Read and Sons reported their factory running nights, and Mr. Corey moved about, clad in a broad Rudge smile, having sold thirty wheels in one day.

Mr. Andrew Graff, whose advertisement appears in another column, issues a card containing a full description and price of fifty-two different kinds of his patent seamless shoes. The list includes running, jumping, gymnasium, walking, foot-ball base-ball, bicycle, lawn-tennis shoes and hunting boots, all of which are covered by several patents. Each shoe is of the seamless pattern. Mr. Graff has supplied all the prominent base-ball clubs with this shoe.

WOODSIDE BREAKS RECORD.—At Dublin, Ireland, March 29th, Wm. Woodside, the American champion, attempted to break the Irish one mile bicycle record, which was 2m. 47s. Temple and Morgan of the American team made the pace for him and Mr. R. H. Crocker of the Irish Sportsman was timekeeper. The track was rough and a brisk breeze was blowing. Woodside, however, made the distance in 2m. 44s. He is now to make the attempt to beat the two and five miles record.

Messrs. Strickland and Pierce, whose shoes were well known last year in the bicycling, athletic and tennis world, have launched more extensively into the business than ever before. The specialty of the firm is the Pettit tennis shoe, which has six copper spikes in the heel, and ten spikes in the sole. This shoe weighs but twelve ounces to the pair, and was quite a favorite last year. The bicycle shoes are well and favorably known all over the country. This year the firm will carry on a wholesale business, and will establish agencies all over the United States, at which their shoes may be purchased. Their shoes are protected by eighteen patents. Champion Rowe has given this firm a strong testimonial, and he would certainly use their shoe, that is, if he did not make his own foot gear. Address Strickland and Pierce, 77 South St., Boston, Mass. * *

"It is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

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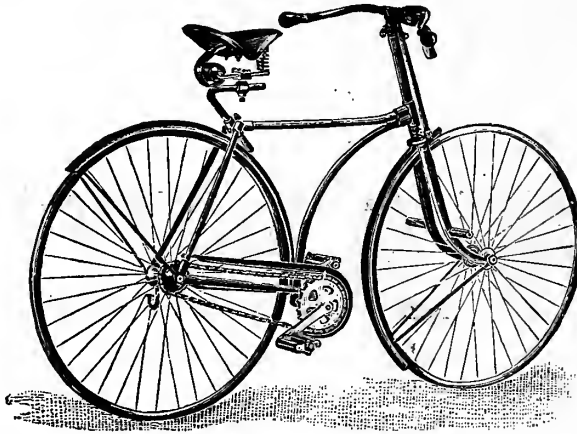
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SINGER CYCLES.

The Apollo

Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



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Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

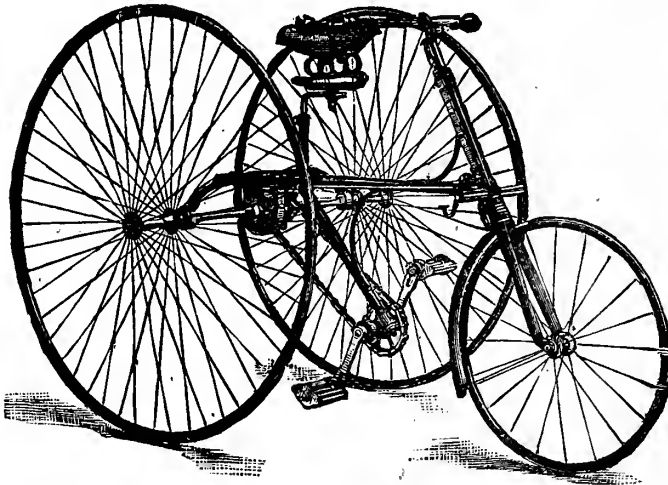
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N. L. COLLAMER, Editor,
ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

Virginia is finally out with a nominee for C. C., Mr. J. C. Carroll of Norfolk, though I fear it comes too late for public consideration. Our Virginia correspondent states that the Valley members have pledged him their support, and if Richmond's silence signifies either acquiescence or indifference, Mr. Carroll may be able to write his name and title with four Cs instead of two after April 20th.

Hagerstown has decided to hold its races June 2d. If the District will select May 26th, and Baltimore May 30th for their respective meets, wheelmen returning from the West, can take in the National Drill, Washington Meet, and the Baltimore affair on their routes home; but we fear the Western Maryland little city will lose in attendance, by fixing on a day later than the others, as cyclists will have all they want of such dissipation before June sets in.

WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

Easter, with its claims for church-going upon the wheelmen here, spoiled many otherwise delightful runs last Sunday.

Messrs. Pettingill, Stearns, Fishback and Barrington, of the Cycle Club, (which by the way, will be known as the Washington Club in future, since we have now another Cycle Club,) made a trip to Harper's Ferry *via* Great Falls, on Saturday and Sunday last.

The Washington Club went to Burnt Mills, and the District Wheelmen to St. Elizabeth on Sunday. No reflection on the D. W., however, if they did go to the Insane Asylum. They didn't get in.

I understand the Wheelmen contemplate challenging some other local club to a hare-and-hound chase shortly.

WHITE HOUSE.

THE SOUTHERN TOUR.

I hear the title of this affair will be changed to the "League Tour," and will be so printed in the St. Louis Meet Prospectus. It seems Mr. Collamer's is the only League Tour to come off this Spring; hence the change of name.

The B. and O. Officials are just beginning to realize that the time is short, and will probably interview Bidwell in New York, before this letter is published, relative to obtaining a guarantee from him of the number going, in which case they say, they can make a rate to St. Louis and return. Mr. Collamer can give no guarantee, but if the Transportation Committee can, all wheelmen going West, will be able to take advantage of the reduced fare.

The Marshal is now worrying about the weather. He says, that as April showers do not come in April, they may come in May, and in that case what can be done? A long siege of rain would dampen the ardor of his tourists. He requests me to ask for suggestions.

The list of Roadmasters for the entire tour, is now complete, J. L. Long, of Harrisburg, having been appointed R. M., New Market to Harrisburg, and J. E. Small, of Lancaster, York to Gettysburg; since my last M. M.

CRESCENT CITY CRUMBS.

[REGULAR CORRESPONDENCE.]

To be, or not be? This is the question which will come up before the next meeting of the New Orleans Bicycle Club, and decide whether or not it will remain a League Club. The League has its supporters in the club, and likewise some very bitter opponents, and the meeting will no doubt be exceeding lively, to say the least. It is hard to say positively which side will win, but, methinks—and I say it with regret—that the chances are, that the club will decide against the League.

Talking about the N. O. B. C., reminds me that it is sadly in need of an effusion of new blood. The club drags along day by day, does nothing to interest its members, the club house is always deserted, and really, how they can expect a man to pay \$1.50 per month for the privilege of leaving his wheel in the hallway, and saying that he belongs to the club, is beyond my comprehension—and pocket-book. The great fault with the boys, is, that they do not pull together; they expect one man to do all the work, and then, because he does not please everyone, dissatisfaction, and perhaps not a little petty jealousy arises, and this tends to prevent harmony. I have until now, refrained from saying anything regarding the dark side of the club's workings, but as the *Bicycle South* exploded a percussion cap in the camp, and as the editor still lives, perhaps a bomb or two may result beneficially, and bring about a boom of the right sort. This is my bomb. If it should chance to strike other clubs who are in the same fix as the N. O. B. C., so long as it does not result fatally, I shall not feel any pangs of conscience over the outcome.

The boys are surmising whether all the mid-day-riding Captain A. M. Hill has been doing of late, is solely in preparation for his projected New Orleans to Portland tour this Summer. He is frequently seen riding fast and furiously during the hours when most wheelmen are bending over their desks, deep in the mysteries of their occupation. A. M., in addition to being a very speedy rider, is also agent for the Pope Mfg. Co., of this city, and as W. L. Hughes, (another of our crack riders,) "has just entered his employ, and will endeavor to again push the Columbia to the front." We have a faint suspicion

that the mid-day riding is also shaped in a direction towards "scooping in" all the prizes at our annual races, and thus score a "big one" for the Columbia wheel. We will however pin our faith in Guillotte and his Champion, even if Charlie hasn't much time to train.

My dear *Bicycle South*, allow me to offer a suggestion: Mount your wheel and ride out to the former location of the New Orleans Bicycling Park. Then sit down and write a little more about the crematory which does not exist, except in your imagination; tell your readers more about the imposing structure, the beautiful track, the string of mourners, the funeral dirge, and the many other marks of prosperity that you will not see. Do this, but for heaven's sake don't credit your superabundance of wit or sarcasm, "and other marks of prosperity" to THE WHEEL's account, for "according to its New Orleans correspondent," all the marks of prosperity you refer to do not exist, and nothing was said about them either.

An effort will shortly be made to either resurrect or formally disband the other pushing (?) club of this city, the Crescent Wheelmen; at least so I understand. Bt.

KENTUCKY JOTTINGS.

[REGULAR CORRESPONDENCE.]

Mr. Greenasgrass Hayseed of Kenton County, Ky., is circulating a petition among the grangers of that classic precinct asking somebody, Congress maybe, to "keep them thar bisickel fellers off of our roads." The only signer, so far as known, is a dairy-wagon driver under indictment for assulting a wheelman with intent to combatulate. My dear Mr. Hayseed: Kentucky wheelmen downed you, or your ancient minded representative in the Legislature, once, and will do it again if you don't keep still and act half-way decently, by passing always on the right and giving the passer his lawful share of the road. That is all you have to do to keep the good will of all the cyclers, and if your aged *equine* crow-bait shows signs of colic theor hysteria, when he sees a wheel, you will find the cyclist always ready to oblige you by dismounting and climbing, ver a seven-rail fence to hide, while you go by. Do you understand?

When Geo. M. Hendee was in Cincinnati, a couple of weeks ago, he invited a number of local wheelmen to go up on Race Street and see in working order, the machine he was drumming for.

On dit quite a little assemblage congregated at Garfield Place, while Hendee pirouetted and circled about on the asphalt. Thus engaged, the crowd was surprised when an over-fed, blue-coated, red-faced policeman strolled up, and, cocking his kraut-flavored index finger at George, told him that he was not allowed to give exhibitions on the street, and to move on.

He moved on. So did the crowd.

The next day at about the same hour and place, that identical policeman, with two of his specials, were interested lookers-on at an exhibition of wheeling skill, given by eight or ten local riders who occupied the whole street, and gathered a whole crowd extending for a whole block on either side of the asphalt. This is what I call protection.

It is now in order to institute inquiry regarding the effect of the Inter-State Com-

merce law on wheeling. It seems to me the only alternates of the people who formerly traveled on passes would be walking or riding the bicycle.

The local scribe on the daily papers, hard up for something smart to say, deposes as follows: "The gay and festive youths ride over our stony streets on bicycles to shake down their livers." Maybe so and maybe not. They may be riding on business, or possibly they may have a right to ride where they D. P. without any newspaper comments. One thing is certain, when it comes to "shaking down," commend me to the reporter on the daily press. NORB.

HAGERSTOWN PLANS.

[REGULAR CORRESPONDENCE.]

At an enthusiastic meeting of the club held last week it was decided to have the spring races on the 2d day of June. Seven sub-committees have been appointed, which will work to make the occasion a glowing one. The track that will be used belongs to the Agricultural Association. It is an elliptical track of a half mile. The soil is red clay, and with the use of our forty-ton steam roller, we will be able to make a most excellent racing ground. The weather now is turning out nicely, and excellent roads are in big demand.

On Monday last we visited the affair of our progressive neighbors, the Westminster Club. HAG.

NORFOLK NOTES.

[REGULAR CORRESPONDENCE.]

Our riding season is now fairly open, and riders are continually turning out singly or *en route*, as their taste may decide. This month makes a new era for the Seaside Club. At its last monthly meeting (the first for several months, though,) besides admitting several new members, Mr. J. C. Carroll was unanimously nominated for Chief Consul of Virginia. He is a first rate fellow; enthusiastic on all matters pertaining to the wheel, and the pioneer wheelmen and League member of the state. Therefore the office is justly due him. We are working hard for him here, and the Valley boys have promised to stand for us, so if Richmond doesn't oppose us too strongly, I think he's safe.

Our shell roads are now in excellent condition, and as the weather is pleasant, considerable road riding is being indulged in. Very few of our fellows intend changing their mounts this season, most of them ride Victors, and are so well pleased with them that they'll not change yet awhile.

I am afraid Norfolk will not be represented in the League Tour, as it seems impossible for any of our young men to steal away from their business at this season of the year. Mr. Field however, who is a touring enthusiast, proposes to get up a very small and select party to wheel through Virginia, from Salem to Harper's Ferry, later on in the season, and we trust he will succeed, as the route selected will take in the National Bridge, Luray Caverns, and several large and fashionable Virginia Springs, thereby making it a most delightful trip.

Early morning rides are becoming very popular with our cyclers now, and any pleasant morning straggling wheelmen may be seen on our beautiful shell roads, getting up an appetite for their breakfast; and an excellent appetizer it is too; more anon.

V. P. E.

ST. LOUIS GOSSIP.

The run of last Sunday over the famous hills of the De Soto Road, was the big event of the week. The 8:30 train was taken down to De Soto on Saturday evening, and the boys were so full of fun, that they did not get to sleep till the "wee sma' hours." Prof. Stone got them all in line, promptly at eight the next morning.

The day was bright, but a little hazy and warm. Wagons took us over the first of a series of crystal creeks, and on the other bank, the Professor called a halt, and gave the boys a few words of sound advice, advising care in coasting. A pacemaker led the way, and all went well until Hillsboro was reached, where it was found that one of the party, who had foolishly kept on his winter clothes, had fainted from the heat. We took advantage of the wait, by frightening the natives by our bibulous feats, then over a hill and down a steep coast, appropriately called, "the gate to the mountainous region." At the bottom of Rogers' three mile ascent, the leaders said nothing, and enjoyed the remarks of surprise by the tenderfeet, as they gazed up the grade, and the extensive valley at the side. Percy Stone and Greenwood were the only ones to surmount it, and Greenwood climbed every other hill, with the exception of Frisco.

A long rest here, and then came the tortuous winding coast down this side, which was so stiff, that you could almost hear the countenances of the new men drop, as they grabbed their brakes. The Star men had foot brakes attached to their machines, and smiled serenely as they slid with ease down the steepest hills. A spin along a fine level, now brought us to a hamlet with the euphonious name of Bulltown, where the leaders had ordered dinner. Cupid Baker, of St. Louis-to-Boston fame, had ridden with a companion from the city the night before, resting in a haystack, and eating not a bit till they reached Bulltown.

The "dead men's register," placed in the eating-house by the wheelmen, we found the enterprising proprietor had transformed into a ledger. The meal at this place is always keenly relished, and the quantity and quality, except the hairy pork, are so luscious, that Arthur Young has immortalized them in verse.

Well, we were soon scrambling with our bikes over the camel's back on Frisco, and gaining the top, took off a large part of our clothes, and put stones on them, to keep the wind, which had gradually increased from a breeze in our rear to a gale, from blowing them away. This lively atmosphere proved something of a bother on a few of the more ticklish grades, and forced a few to dismount hurriedly at the top of the drop-off, which is found at the bottom of the hill, known by the significant name of H—& D.—

The tired and sick men now became bothersome, and the so-called toughs had to do double pushing duty on the hills. One poor man walked a good portion of the last sixteen miles, being sick, and having gouged and bumped himself all out of shape. The last long grade was delightful, literally furnishing a coast back into civilization, one hill following the other for several miles. A big crowd rode down from the city, and escorted the "toughs" and "initiates" back to town with great eclat, blowing tin horns and the like. This run is considered something very grand, you know.

One party of scorchers ran away from the rest, and led by Greenwood, set off at a rattling pace into town. Hildebrand, who was with the latter, had pulled off a handle-bar near the start. He wrapped the head of the bike with rags, and I may add that nearly all brakes and handles were treated the same way, many adding sticks to brakes for extra leverage. With the broken bar in his pocket, "Hildy" climbed a number of hills; which I know would compare well with the famous Corey, and came into town right with the leaders. The ex-members of the Ramblers' Club pride themselves on having been the toughest men on the ride.

At the club, this run has been the topic of conversation, and many funny stories are recalled. The trip really furnishes more adventure than a week's tour possibly could. "Talk about hard luck," said Bert Taylor on Monday, "I thought I would do myself proud, and do another fellow up, so after the run, I ate supper in a rush, and brushing up, mounted my wheel and scuttled down to a certain young lady's house, to tell her about it. Don't give it away, but I was 'sold.' The other fellow had been there and already had her out walking.

Speaking of the League Meet, there are going to be a number of little surprises in store for our Eastern friends, which I can't give away, but which will be gratefully noted and remembered. The Chas. P. Chouteau, a boat known to us as one of the finest lower river cotton transporters, will carry the excursionists. I fear you New York fellows, when you look at its excessively broad guards, will think of your Fall River Line, and say, "what a box!" But never mind, the fun will compensate for appearances.

I hear that the committee will provide a very pretty badge for our visitors, having the League color, and let me whisper in your ear, that none of you will leave the famous Anheuser-Busch "factory," without a useful souvenir to remember it by. I don't mean that this may be necessary to clear up a clogged memory of the visit, for nothing which might lead to that result is permitted, though I have heard Bob Holm, our guiding angel down there, say that he will try to fully satisfy our friend, THE OWL, by sending him away in a "boiled" condition, whatever that means. The visit to the brewery, which is one of the four greatest in the world, is not a part of the regular meet programme at all. That reminds me, that the official programme, to be printed in a variety of colors, with cycling sketches by local wheelmen-artists, is due to go to press within two weeks at the latest. GAS.

Mr. Osborne, of Osborne & Alexander, of San Francisco, the California agent for the Pope Mfg Co., is in town. He reports cycling on the coast in a very healthy state.

The Rudge Roadster is meeting a long-felt want among wheelmen who desire a thoroughly well-made, strong, and reliable bicycle at a low price. Stoddard, Lovering & Co. intend to push it for all it is worth the coming season.

A prominent cyclist of Barr, Vt., writes: "I have ridden a 52 inch Rudge Light Roadster for the past three seasons, have won several races, and made the best one-day record in this State, and have had no breakage yet, which was a common occurrence when I rode other machines."

The Rudge Enamel is a new candidate for public favor. It is a specially prepared production, and will be controlled by Messrs. Stoddard, Lovering & Co., who have given up the sale of Ardill's.

WHEEL GOSSIP.

Denver, Col., is preparing for a tournament in May.

The Elizabeth Wheelmen will attend the Stevens lecture in a body.

Nixon, the famous English road scorcher, rides an S. S. S. tricycle.

Fred. Jenkins will not manage the Roseville track this season, all reports to the contrary.

An English School-Board officer uses a tricycle to run down truant boys. He is said to be quite successful.

R. H. English was badly beaten in his first race as a professional. Sanders Sellers is training for an active path campaign this season.

A legless London beggar perambulates about the streets on a trike. He carries a cigar box, with a slit in the top to receive largesse.

The Manchester Bi. Club has extended an invitation to the New Hampshire Div. L. A. W. to hold its annual meet at Manchester, July 4.

In the April C. T. C. *Gazette* appears a cut of the L. A. W. emblem, labeled "A marvelously popular invention." The editor meant, piracy.

N. Y. State Division Finances.—Cash in bank, \$723.22; cash due from Secretary-Treasurer, \$831; total assets, \$1,544.22. Total membership, 1,748.

The bulk of the latest C. T. C. *Gazette* is devoted to "Beware of Bogus Uniforms," "The Coffee Tavern Guide," "Our Enormous Numerical Strength," etc., etc.

An Irish scribe named "Goggles" is penning a series of articles with the object of inciting Irish wheelmen to form an Irish C. T. C. Success to him! Each country for itself.

Dorchester Club Ruus—April 10, Dedham, start at 2.30 p.m.; April 17, Old Harbor Point, start at 2.30 p.m.; April 24, Chestnut Hill Reservoir, start at 10 a.m. All intending to join must report on time.

The Star Wheel Club, of Cleveland, April 7, elected these officers: President, A. R. Scott; Secretary and Treasurer, A. Følgeberg; Captain, H. E. Chubb; 1st Lieutenant, Walter H. Chubb; 2d Lieutenant, Robt. Ruck.

Mr. Charles Richards Dodge sailed for Europe in the "Aurania" on Saturday last. Mr. Dodge goes abroad for recreation, and will not return until June 1. While abroad, he will occasionally send a letter to THE WHEEL.

THANKS, BRER BASSETT.—THE WHEEL has been taking some kind of an invigorating tonic, if we can judge from what we see of it. Editor Prial is giving it a place in cycling literature that it never held before.—L. A. W. *Bulletin*.

The annual election of the East Cambridge Cycle Club took place last Tuesday evening, and resulted as follows: President, F. E. Lunt; Captain, H. A. Lienhard; Secretary and Treasurer, Irving Baker. The club dined itself at the close of the meeting.

The Ixion Club will hold its last reception of the season at 29 W. 59th Street on Thursday evening, April 21. A committee is also in training to shortly give "a monster and unique smoking concert" at the club-house, free to all members and their invited guests.

The latest fad is an "L. A. W." table, which is ornamented with the League emblem. If League members were a lot of doll-boys, they might "highly prize and cherish these handsome and usefull articles." At this rate of progress we will have men wearing stockings embroidered with the L. A. W. emblems.

Bicycle riders desiring to get an opportunity to practice on the track, would do well to join the Olympic Athletic Club. This club has a four-lap cinder path at 85th and 86th sts. and 8th avenue, with ample dressing and locker rooms. Address the Secretary, P. O. Box 2872, N. Y. City.

Mr. Isaac B. Potter left New York for Albany last Saturday afternoon, to introduce the Roads, Rights and Privileges Bill. It is expected that Mr. Shehan, of the Buffalo Bicycle Club, will be of much service in the matter. The N. Y. *World* of last Thursday referred to Mr. Shehan as the "handsome, honest, young Democratic leader."

Racing at the Antipodes.—A series of amateur-professional races were recently held at Sidney, under the sanction of the Australian cycling unions. The series comprised four events, viz.: 1, 3, 5 and 10 miles, and resulted as follows: Fred. Wood, 17 points; C. W. Bennett, amateur, 12 points; C. R. Wood, amateur, 11 points; Con. Dwyer, amateur, 9 points.

The American Team, as last reported, were still hovering near Coleraine, Woodside's native heath. The neighboring gentry are doing their utmost to kill them with kindness. Occasionally Ralph Romantic Temple performs, gratuitously of course, in some market square, to the delight of "the honest and horny-handed tillers of the soil, who believe Temple has sold his soul to the Devil."

At the annual meeting of the Chelsea, Mass., Cycle Club the following officers were elected: President, Abbott Bassett; Vice-President, John B. Stewart; Secretary and Treasurer, Charles E. Walker; Captain, L. H. Frost; 1st Lieutenant, F. A. Woodman; 2d Lieutenant, P. E. Pratt; Club Committee, Messrs. Bassett, Stewart, Walker, Frost, Woodman and Pratt.

Score one for the *Bi. News*.—We have been anxiously looking for some English press comments on the late L. A. W. imbroglio, wondering what that comment would be. With the exception of the *Bi. News*; the other cycling journals either touch on the matter lightly or entirely ignore it. The *B. N.* gives a careful analysis of the whole question, and has struck the nail squarely on the head, placing the blame where it rightly belongs.

The road race of the University of Penn. Bicycle Club will be run off on April 22, and will be a measured course on the Lancaster Pike, probably from somewhere near Ardmore to Berwyn and return, twenty-five miles. The principal contestants will be Page and Whitaker, as Keene is not likely to spoil his track practice by indulging in a road ride at speed of such length. The general impression is that Page will win.

Mr. Michaux, "the inventor of the bicycle, is dead," and it is proposed to erect a monument to his memory. We are about beginning to wonder how many inventors of the bicycle there are, and whether it wouldn't be a good idea to have a cemetery specially set apart for the interment of the inventors of the bicycle. Beautiful Snow, Gentle Spring, and George Washington's Hatchet are simply not in it with this inventor-of-the-bicycle dodo.

A correction!—Last week we stated that all the first-class firms were members of the Wheel Board of Trade. We were not aware that neither Messrs. S. T. Clark & Co. and the Gormully and Jeffery Mfg Co. were not members of the Board. It is scarcely necessary for us to state that both of these firms are "first-class," in the sense that they import or manufacture high grade wheels, and both are in high repute among wheelmen for fair dealing and integrity. We trust our readers will rid themselves of any false impression which our thoughtless remark may have given them.

Rhode Island is forming a road racing association on the line of the New York and New Jersey Club. A circular has been sent to the nine clubs of the State and one Massachusetts club asking their support. The clubs in the association will be the Rhode Island Wheelmen, Pawtucket Bicycle Club, Bristol County Wheelmen, Crescent Bicycle Club, Columbia Bicycle Club, North Attleboro, Mass.; Westerly Bicycle Club, Newport Bicycle Club, Brown University Bicycle Club. Each club will furnish a team of three men each, and the races will be run in the Spring and Fall.

President Beckwith and consistency are evidently strangers. A few months ago he appointed Messrs. Wells and Aaron to the offices from which he has just removed them, knowing at the time all about the "malfeasance in office" for which he now removes them. As this malfeasance was considered no bar to their holding their offices, it is quite evident that their attacks on President Beckwith are the cause of their removal.—*American Wheelman*.

The editor of our far-Western contemporary is at fault. Dr. Beckwith was ordered by the unanimous vote of the Board to remove Messrs. Wells and Aaron. The editor of the *Wheelman* should set his readers right on this point.

Captain C. C. Root of the Cleveland Bicycle Club, is happy over an 1887 Rudge Light Roadster, purchased though Messrs. Davis, Hunt & Co. of that city.

How to enamel a machine.—If you wish the parts to be enameled to present a smooth and glossy appearance, and free from the unsightly blotches which are generally the result of enamel applied on a broken or rather rough surface, the old enamel must be removed. To do this, scrape off as much as you can with a knife, use a file on parts where the enamel is difficult to remove, and finish by polishing with emery cloth or sandpaper. Apply the enamel (which can be obtained at any cycling depot) with a soft brush. If the liquid becomes too thick, add a small quantity of turpentine or methylated spirit.—*Exr.*

Says "Hubite" referring to Mr. Charles Richards Dodge in a contemporary: "Dodge is a poet by nature. Just what he does for a business, I don't know. He was formerly one of the editors of *Outing*." We will relieve Hubite's anxiety, as to Mr. Dodge's means of livelihood. He has been engaged for some time by the Government, but has just gone abroad for that recreation which briny, cultivated and valuable men can always earn for themselves. Although "Dodge" is a "poet of nature," people have been known to run after him, and buy his "poetry" at high prices.

Mr. Henry W. Williams has resigned his membership in the Massachusetts Bicycle Club, accompanying his resignation with a check to assist in relieving the club from its indebtedness. Mr. Williams was elected President of the club in the beginning of the year 1883 and served three years, declining a fourth term in 1886. Although Mr. Williams has done little riding for a year past, he still holds the club record, he having covered over 16,000 miles on his wheel.—*Globe*.

The long-promised volume on "Cycling" in the Badminton series of sporting works has just been published, and though it comes to hand too late to do it justice in this paper, we have no hesitation in pronouncing it the most exhaustive work on the sport yet issued. "Cycling" is a work of 459 pages, written by Viscount Bury and Lacy Hillier, illustrated by Viscount Bury, Joseph Pennell, and the Hon. H. Keppel. Altogether there are some eighty or ninety engravings, though of some of these the less said, perhaps, the better. The agents for the book in the U. S. are the Scribners.

The illustrated article in our April 1st number, describing the new Geared Facile and the Facile Tricycle, together with the rather unfortunately worded title "The Facile Wheels for 1887," may have conveyed the wrong impression that those two are the only patterns, and that the old and well-known ungeared Facile is abandoned or put in the shade. If so, much impression is the reverse to fact; the old pattern is still primarily the one, and the Geared one is yet to make its place and way. Readers who are interested had better, however, write to the agency at 33 Murray street, New York, and get the list and read up on the subject for themselves.

FOR THE LADIES.—Violet Lorne thus describes the most graceful method of mounting a "Cripper."—"Mount from behind. Stand at the back of the machine, and, bending forward, grasp the handle-bar with the right hand, holding down the brake firmly. Lay the left hand on the saddle. Now step upon the axle with the right foot, and, resting the left quickly upon the little step on the shaft in front, seat yourself in the saddle. Find the treadles with your feet, and, raising yourself upon them, settle your gown comfortably. The whole mounting should be done in three rapid movements, and a little practice will render it perfectly easy, natural, and graceful."

The Springfield Bicycle Club voted last week to own and control the use of the buttons for the new uniforms. The buttons are hard rubber and stamped "S. B. C." Members of the club can obtain them of Treasurer Jordan at a nominal cost. John B. Hawks and Charles K. Starr were voted in as members. A. C. Patterson, A. O. McGarrett and Louis J. Chandler were appointed a committee to make arrangements for and take charge of the anniversary supper, May 6. There had been some talk of adopting a new badge, but the club voted unanimously to retain the badge by which the Springfield Bicycle Club is so well known.

JONAH'S JERSEY JOTTINGS.

Spring has at last come!—Not the Spring which has no further existence than in the cold type of the almanacs, more productive of cold waves and colds than balmy breezes and buds; but the make-us-believe genuine article, the Spring of reality, that with its warm breath, thaws out frozen joints and scatters the Winter's influenza to the four corners of the earth. Spring with a great big "S" has come. The "tenderfoot" yanks forth his dullest jacket and naggiest knickerbockers from the camphored trunk, wipes the vaseline from his nickel-plated steed, and hies himself to the smooth macadam to bewilder the fairy goddess of the village cart and break the heart of susceptible female rusticity; the "tough" courses more madly up and down hill, through sand and over yet unworn ruts, in his self imposed task of piling up a century per day; and the happy medium man, who yearns neither to captivate nor amaze, prepares for a long season of healthful, sensible, and unostentatious enjoyment of one of man's best gifts to man. Tenderfoot, tough, and happy medium, all rejoice that Spring has come. [R. I. P. Ed.]

The smooth macadam of the Oranges, of the Road Race association course, and of the boulevard between Newark and Elizabeth is in perfect condition, as level and as hard as the asphaltum streets of Washington, better than it can be later on, when the droughts of Summer bring the small stones to the surface and cover all with a coating of dust. The exploring "toughs" tell me that the side paths in the country are becoming ridable, and the ruts in the roads are rapidly wearing down, so that practically there is good wheeling in all directions.

I have had a couple of jaunts through the Oranges. On all sides are the evidences of the rapid march of improvement in that paradise of suburban villas. Since I was there last November whole rows of Queen Anne cottages have been erected, and at the present rate, Park and Central avenues will shortly be fringed with an unbroken line of pretty, modern houses. The vacant lots in the thickly built cross streets are being rapidly occupied, and it is evident that soon the Oranges will be a compact settlement, with room for growth only on the outskirts. Would that all the stick-in-the-mud old fogies, the "doubting Thomases," and fossil city fathers could be given a day's outing there; they might read for themselves the sermon of the direct advantages of good roads, that we wheelmen are so constantly dinging into their ears.

The directors of the N. J. Cycling and Athletic Association held a meeting the other night and decided to put the Roseville track in training and racetrack immediately. The path has stood the ravages of Winter very well, and ten days' work on it will be all that will be required to make it fit for use. It has settled thoroughly, and promises to be even much harder and faster than it was last season. It was also determined to employ no regular manager, but to hand over its control to a committee of the directors. The recent sale of stock for delinquent assessments resulted in the realization of good prices, much of it being bought in by the association. Those who stick to the enterprise, I class as "knowing ones." Money was lost last season; but what else could be expected for a first trial? If they "quit even" this year, they have every reason for encouragement, when racing in the vicinity is not quite novel enough to attract the crowd by its novelty alone, nor is the great mass of the people sufficiently well acquainted with its excitement and attractions, to make the gate receipts cover such an enormous outlay as was yearly made at Springfield.

Many of the clubs about New York propose to give race meetings at the Roseville track the coming season. The New Jersey Wheelmen, I understand, contemplate holding a grand tournament there. I hope this may prove to be true; for the N. J. W. has made for itself among the Jersey clubs an amiable reputation for enterprise and ability to carry out big schemes. To it, more than any other, are we indebted for the Roseville track; and the well-known executive powers of its prominent men insure the tournament's being brought to a successful issue. Those who have had brushes on the road with the many strong riders of this club, wonder at its not being represented by a team in the association road race.

Speaking of the coming road race, I am told that the Orange Wanderers will enter a team of "dark horses" on Decoration Day. If the dark horses can

eat up the road and climb hills faster than such well-known riders as Johnson, Belcher, and "Harry," the K. C. W. will have to hustle pretty lively to carry the cup to Brooklyn.

I see that the 'Beantown Bikers' have formed an association, similar to our own much-loved Alphabetical." So successful has ours proved in producing fine struggles and promoting fraternal intercourse, that I wonder the idea has not been copied before, all over the country. With such associations at Boston, Philadelphia, St. Louis, Chicago and Washington, what a splendid crop of road racers would be developed. The Boston association is an accomplished fact. Now, how does this plan strike you? Let our association make up a representative team, composed of the first four men in on Decoration Day, and arrange a road race with the first four Bostonians in. Make it an annual or semi-annual affair, the choice of course alternating. Such a meeting of the rivals of the two districts on the road, would be an event of the greatest moment, and excite an interest second only that of the big tournaments. Then later on, when similar associations are formed in different sections, a national road racing League might be formed to bring together representative teams of road scorchers from various parts of the country. And then! But draw your own pictures.

I was somewhat disappointed when I attended the Spring meeting of the N. Y. and N. J. T. R. R. A., that there were not some applications for membership. There are several large clubs that are not yet within the fold. The Plainfield B. Club has a number of fast men and sturdy roadsters, who should be able to make it warm for some of the scorchers. Your Orange correspondent informs us that the Essex boys will take an active part in racing this season. This is good news, for the "S. X." is the pioneer Jersey club, and though it has led heretofore an almost *sub rosa* existence, some of the best riders in the State are known to be in its ranks. It is to be hoped that the accession of such enthusiastic men as Hoag may infuse some "sporting blood" into them, and that next election day may see them represented by a team. The consolidation of the Ixions and New Yorks will bring to the latter a number of scorchers of the first water, and a formidable quartette to do battle for the cup should be the result.

The L. A. W. Jersey men quite envy you fellows in the other States, the excitement you have been having over the League elections. Our nominating committee did so well that they left us nothing to do but merely shove in the ballots and await the announcement of a unanimous choice. The result is such a foregone conclusion that the vote will be very light.

The beautiful weather of Good Friday, Saturday, and Easter drew forth crowds of wheelmen, and the Orange roads were alive with bikes, trikes, and tandems.

The dealers in these parts are in jubilant humor. They say they are confident that the coming season will be the biggest in the history of cycling. D. Rogers & Co. have received a large consignment of Cunards, and are sending over almost daily orders for more. If Jonnson's smiling face is any indication of business prosperity, he must be doing well with his Victors, and the Humbers can hardly have lost any of their well established popularity. Reber, Saich and Kluge are too busy getting out the King to talk much about prospects. Saich tells me that he has had numerous inquiries about the new wheels from racing men. Of course, he thinks the King will create a revolution in bicycle manufacture. As for the Star people at Smithville, they cannot begin to fill their orders. A clubmate ordered one a month ago, and has not much hopes of getting it before the middle of May. These are pleasant facts to listen to, showing as they do the wonderful growth of the sport so dear to all of us.

As Roorbach, of the E. W., is to soon pay a visit to "Ye Solitary Club" at Stamford, this pair of bicycle "cranks" will thoroughly explore the Connecticut roads, and enlighten the uninitiated in all the mysteries of the heavens above, the earth below, and the waters beneath. I call them a pair of cranks, but I use the word "cranks" as a synonym for "geniuses." No men have done more earnest and effective work for the wheel than they have in their respective sections, the one with pen and pencil, the other with brush and crayon, and both with eloquence of tongue.

April 11th, 1887.

JONAH.

MINNEAPOLIS NOTES.

Winter lingers in the lap of Spring, in a manner that is indecent, and the hopes of a few enthusiasts, that had risen with the mercury for one or two warm days, were suddenly dashed to earth—to speak correctly, to mud—by a young "blizzard" that visited us Sunday last. Buffalo overcoats took airs to themselves again, and the Spring coat hid its head for a season. Still, we hope for better things. Trade in wheels continues good, seven light roadsters of the '87 pattern already sold, and among them a 57 inch, full nickeled

Heudee has been with us on a flying visit, displaying the merits of the Springfield Roadster. A large crowd of interested wheelmen saw and tried the new mount at Armory Hall, and the verdict seemed to be generally favorable. For a safety, it is the best looking one I have seen, and the sample tried almost runs away with one on a smooth floor. If the prevailing prejudice against plain and cone bearings can be overcome, and wheelmen feel sure that for \$75.00 they are to get a wheel equal in every way to the sample shown, trade cannot fail to be good. Instead of Kennedy Brothers being the agents, Houston & Haines are to handle the wheel here, and "expect a sample daily." I am told the factory's output is 300 a week, and if so, delays in filling orders should not be long. Heudee reported orders footing up 1236 since starting out. Newspaper correspondents to the contrary, he tells me he shall not race this coming season, and the S. R. must needs have some other rider to show off its capabilities at Clarksville.

I notice that in Black's last novel, "Sabina Zembra," he introduces the device—time-honored in cycling literature—of making his hero ride a bicycle, and be thrown on a convenient pile of gravel, directly in front of the heroine. Her sympathies are aroused, and the usual result follows. But alas for romance, their union turns out unhappily, the hero being of a turn of mind that leads him to indulge in heavily backing horses, with the usual result, and his line of conduct is worthy of the baser sort of professional.

While my pen is touching on Eastern events, it may be well to mention that the Wheel Club of Northampton, Mass., of which I have the honor to be a member, is going to take a determined stand against the city ordinance, forbidding bicycles and tricycles being ridden on the sidewalks, and make a test case, as soon as the state of roads permits. The Mayor, himself an enthusiastic tricyclist, and President of a local club, announces that the law will be firmly carried out, thereby showing its injustice, and helping in its repeal. The editor of the *Hampshire County Journal*, also a tricyclist, is anxious to be the one making the test trial, and offered to back the boys through the columns of his paper. All of which shows a degree of progress very gratifying to me, as one of the prime movers in forming the club, nearly six years ago, and in whose doings I yet take an active interest.

At their third annual ball held in March, a handsome profit was cleared, and steps towards incorporation are soon to be taken. When I read how we used to meet at the store of one of the members, for lack of proper club rooms, and perch on counters, chairs, boxes, and whatever came handiest, and consider that now they have comfortable rooms of their own, with piano, pool table, etc., I realize that "De world do move, suah." I was at an informal "smoker" of the Minneapolis Bicycle Club last evening, and find them pleasantly located at 211½ Nicollet avenue, occupying two rooms on the third floor at present, with a room on the ground floor for storage of wheels. Among the cycling literature spread over the table, I noticed THE WHEEL's familiar face, and heard favorable mention made of its merits.

Now that the Mercury Club has reduced its dues, growth issues to follow, and I am told of 15 new applications for membership to be presented at the next monthly meeting, meaning an addition of that many to the ranks of the L. A. W.

The fact of there being two clubs in our midst this season, should cause a healthy rivalry, and conduce largely to the interests of wheelmen, help in holding a race meeting later on, and generally act for good.

Owing to the delay in the preparation of the new L. A. W. cloth, the Minneapolis Club has decided to use the same color uniform, (dark blue) as the Mercury, but with a different cut and style of cap.

L. B. G.

THE BICYCLE ON THE WAR-PATH.

AN INTERVIEW WITH MR. JO PENNELL.

In the *Pall Mall Gazette* of Saturday week appeared the first series of articles by the editor, entitled "A week on the Franco-German Frontier." The Question of the possible commencement of hostilities between France and Germany being one of the moment, the energetic *P. M. G.* decided to dispatch a special commissioner to see what was actually going on on the frontier, and with him was associated one of the cleverest of American artists, Mr. Joe Pennell, whose skill has so frequently adorned the pages of "The Century," "Harper's," and other well known high-class magazines. No word appeared in the first article as to the prominent part which the bicycle had played in "A Week on the Franco-German Frontier," but the fact having reached our ears, we determined to interview Mr. Pennell, and accordingly, at 6 p. m. last Thursday, anxiously awaited his arrival at the Austrian Cafe in Oxford Street. At 6.10 the tall, thin figure of the expected one appeared in the doorway. Mr. Pennell looks thoroughly artistic, from his hirsute surroundings, to the thin delicate hands which wield the pencil to such good purpose, and as he is not uncommunicative, our task was a comparatively easy one. When once we had "landed" him, and persuaded him to mount aloft to our "garret near the sky," we settled down for a steady interview.

HOW IT CAME ABOUT.

"Stead thought it good enough," said Mr. Pennell, as he buried his face behind a book, and rocked to and fro in our only rocking-chair, with a quick, easy motion, appropriate to representation given to "rockers."

"He thought it good enough, so Norman and I made plans. The frontier is right away from the railways, and Norman suggested horses," said J. P.; "But as I had never ridden, I thought a spill might seriously interfere with my artistic career, so simply said two words in reply, viz, 'No! Bicycles!'"

A PREJUDICE AGAINST THE WHEEL.

This somewhat staggered the "Special Commissioner" of the *P. M. G.*, but as about six years ago he had ridden a boneshaker, he did not need very much pressing; and, on Mr. Pennell undertaking to find the steeds, they parted, to meet no more until continental train-time at Charing Cross. The next thing was to procure the necessary mounts. Striking Holborn Viaduct, Mr. Pennell made straight for Humber's, and the idea being just one to take the fancy of the adventurous M. D. Rucker, he promptly "wired" to Nottingham, and, in less than an hour, two "Humber" safety bicycles were placed at my disposal for the trip. Leaving London on the 1st of March, the travellers "trained" straight to Paris, and at once sought to interview with Monsieur Clémenceau, who took them to General Boulanger, to whom, personally, their idea was explained.

"NOT FOR JOE."

The General's reply was as prompt as it was "straight"! "Perfect nonsense," he said, with the addendum of, "I cannot prevent you going along the high roads, but let me catch you off the highways and in or about the forts and I will promptly place you both in prison." Undeterred by this rebuff, and keeping the bicycle idea dark, the two took train to Verdun, where a day was spent in learning to ride safeties, with the immediate result that an old lady was nearly sent to join the majority. Then they rode to Manheuilles and thence to Etain, and on to Mars le Tour, whence they penetrated into Germany.

"The moment we passed the German frontier," said Mr. Pennell, "a guard sprang up and demanded our business; and this occurred every time we passed into Germany, which we frequently did during the trip. Once, however, we 'scared' off a Teuton sentry. "Shall we stop?" asked the Special Commissioner, as we reached one post. "How do I know," replied the soldier—and we didn't; but became so elated by the event that we rode past the Custom-house, the douaniers never hearing us, owing to the rubber-tyred and silent-running machines."

AN ARMY IN METZ.

Metz is a very small town, but there are 2,800 soldiers in it at present, and here the two cyclists stayed and made excursions in the neighborhood. In one afternoon they visited probably more countries than ever did cyclist before! They rode to Unionville, and thence to Battenburg in Luxemburg, then to Esch in Belgium, and on to Ausnetz in Germany, and then back over the French frontier to Thionville. On this day, during which the roads

were splendid, they saw the only cyclist encountered on the trip, and he was mounted on a boneshaker." From Metz to Nancy is described as a "perfect road."

A TRIP TO THE VOSGES MOUNTAINS.

From Luneville, these pioneer cyclists for war purposes ran into the Vosges Mountains to St. Die and found excellent roads. At Saales, where they left France, the Custom-house officers refused to refund them the 50 francs paid for duty at Calais until they "went for" him. He then disgorge, but sent a guard to see that they did not "sneak" back into France plus the 50 francs. This guard seems to have had a "cold time" of it. First he essayed to travel standing on the step of Jo Pennell's bicycle, but a hundred yards of such locomotion brought the pair, with the safety atop, into the ditch. "Shanks's mare" was then alone the resource of the douanier. First he trotted; then he perspired; then he doffed his sword and belt; anon his hat was discarded—and what might ultimately have become of him is doubtful, if a hill had not appeared in front, up which all three had to walk, and thus they were brought on equal terms again. From the top of this hill into Strasbourg—60 kilometres, about 45 miles—is all a down grade, and despite the existence of snow, ice and stones, and the experience of several spills caused thereby, it was ridden between 1.30 and 6 p. m. The country on each side was covered with snow, but so well were most of the roads made that they drained themselves.

FREEMASONRY OF THE WHEEL.

On reaching Strasbourg, a gentlemen presented himself, and, stating that he was a member of the Strasbourg B. C., took the travellers off to a "Kneipe." Next day, the same attention was paid to the adventurous safety riders who had thus every opportunity of tasting "la bierra de Strasbourg" on its "native heath." On Sunday, the Strasbourg B. C. arranged a run in their honour; but down came the snow, and, with it ended not only all chance of that run, but of pursuing the frontier line to Basle.

A RECORD.

"It was a record journey," we suggested. "Why, certainly," said Mr. Pennell, "we can claim to have been the first ever to put the bicycle to a practical use for a survey of the kind. There were no railways most of the way, and horses would have been unreliable and expensive. Moreover, nobody noticed us on bicycles. We passed for two "mad Englishmen," and, although I was arrested last year for sketching in France when without a cycle, with the bicycle this time I was allowed to go through scatheless, although I sketched, here, there, and everywhere, and the illustrations will appear in "Harper's Magazine." We rode in all about 250 miles. The spills were numerous, but nothing could break the machines. I never saw such strong frames and wheels. A few nuts loosened, and of course, my old friend the luggage-carrier came adrift; but I cannot speak too highly of the machines and the way they behaved. The roads occasionally were frightful rough; and, indeed, on one route given by Stead—he of the C. T. C., not of the *P. M. G.*—we got into such a quagmire that we were obliged to hire a trap to take us out of it. He made four mistakes in 50 kilometres of route."

A CYCLIST "ARMY CORPS."

"The Germans," Mr. Pennell stated, have a corps of fifty men in Strasbourg who are daily trained in the use of the safety bicycle to act as messengers in case of need. Our own equipment spoke volumes for the carrying capacity of safety bicycles, for we carried, in addition to our knapsacks, an ulster strapped on each machine, and a mackintosh. During the rain we rode in ulsters, and the effect was comical in the extreme.

THE RETURN.

This was made by train from Strasbourg to Ostend, and the machines were sent in crates (costing 10s. each for the journey), and arrived in London only three days after us. Anybody wanting to pass through France *via* Paris can leave their machine in the coincide there, and ship it again on the train, and so go on through France without paying duty." So said Mr. Pennell as a *finale* to a most interesting interview, ere he once again tempted Providence down five flights of stairs, and passed out into the cold night air.—*The Cyclist.*

Racing at New Bedford, Mass.—On Thursday April 7th, a four mile match race; strictly amateur, the prize being a bicycle lock; W. A. Wade, 28m. 24s.; Kempton Tripp, 2d; Dr. A. F. Wyman, 3d.

THE LEAGUE MEET.

[POST-DISPATCH.]

The conduct of the annual meet is in the hands of a general committee, composed of the chairmen of various sub-committees, each chairman being authorized to select two assistants. The committee is constituted as follows: General chairman and treasurer, W. M. Brewster; secretary, L. J. Berger; reception, Edward Sells; finance, J. E. Smith; banquet, Dr. H. H. Keith; entertainment, George Boswell; programme, A. K. Stewart; parade, Prof. C. H. Stone; tours and runs, L. J. Berger; transportations, Burley Ayres, Chicago. This committee meets every week, and is rapidly getting the details perfected. There will be two sessions during the convention, one of the Board of Officers to elect officers for the ensuing year, and transact official business, and the other of the general membership.

THE PROGRAMME.

The programme as arranged is as follows, and will not be materially changed:

Friday, May 10, 9 a. m., meeting of the Board of Officers; 11 a. m., meeting of the general membership. Dinner. In the afternoon the steamer Charles P. Chouteau will be chartered and the visitors given an excursion down the river to Montesano Springs. This will close the first day.

Saturday, May 21, 10 a. m., national parade of 800 wheelmen through principal streets; dinner at Forest Park. Afternoon, runs to various places of interest; 8 p. m., banquet at the Lindell Hotel, to which the Mayor and prominent city officials will be invited.

Besides the stated runs, there will be impromptu excursions a wheel during both days.

ENCOURAGING CONTRIBUTIONS.

The cost of entertaining the meet, is placed at about \$5,000, and this sum will be raised by the Finance Committee, who are industriously canvassing the business houses. They are meeting with great encouragement, and nearly half the sum has now been raised. One member of the committee, Mr. Reid Northrup, reports that he has secured the following subscription: C. E. Udell & Co., \$25; Lindell Hotel, 100; M. M. Buck, 20; J. G. Brandt, 5; Wm. A. Stickney, 15; Gilbert Fur'n Co., 10; F. S. Ellerbe, 25; D. W. Van Houton, 25; Huse-Loomis Ice Co., 50; E. C. Meacham Arms Co., 50; T. B. Boyd, 10; Famous, (Jos. Specht), 25; A. Siegel, 10; F. H. Gurden, 10; Bass F. & M. Works, 50; Tom Witt, 5; O'Neil Lumber Company, 10; Ezra H. Linley, 25; A. Gould, 10; Charles C. Vogel, P. & G. Co., 25; W. H. Hallett, 10; Waters-Pierce Oil Co., 25; J. Kennard, 10; Bonsack Lumber Co., 10; Andrew Warren, 10; H. L. Fox & Co., 10; Fairbanks & Co., 15; F. Gurden, 10; J. W. Garnett, 10; J. A. Holmes & Co., 20; Eugene Jaccard Jewelry Co., 25; total, \$660.

THE ATTENDANCE.

The committee is making preparations for about 1,000 visitors. This will be the first meet held in the West for some years, and will catch nearly all the Western wheelmen. The Eastern cyclists will charter special trains, and come right through. The Boston, Philadelphia, New York, Washington and Buffalo riders, have already made their arrangements to that effect. In the East, more than in the West, the fraternity is composed of elderly gentlemen, and the people of St. Louis will be able to form some idea of the spirit that is pushing the wheel to the front, when they see the large delegations of serious men who will visit this city in the interest of the "silent steed." One interesting feature of the meet, will be the presence of a large number of lady tricyclists of the East, wives of wheelmen, who will accompany their husbands to the Western meet. The Lindell has been selected as the League hotel during the meet, and quarters have already been secured for several divisions.

The official programme, which will be a work of art, and will be illustrated by sketches from prominent St. Louis artists, will be out about May 1st.

Messrs. Wm. Read & Sons published almost a page of testimonials to refute the charge that the ball-bearing head is "unnecessary, complicates the machine, etc." The article has been carefully prepared, and will do much to dissipate the idea that the ball head is not an improvement.

ALL WELL IN THE MASS. CLUB.

The regular monthly meeting of the Massachusetts Bicycle Club was held on Tuesday evening, April 5th. As we stated last week, the club was on the verge of financial ruin, consequently this meeting was of the utmost importance, as the action taken thereat would decide whether the club would exist or not. It was expected that the meeting would be a most stormy one, but if there was any disaffection, it sneaked off into a corner and hid itself. The meeting was the largest held in many months, nearly 100 members being present. President Chas. Richards Dodge presided.

The great question to be decided was how best to relieve the club from its financial embarrassment. It was clear that this could only be accomplished by a general assessment, and on motion of Mr. Parson, and amended by Mr. Meyers, it was voted to levy an assessment of \$5 on each member of the club, excepting those who joined last night. Much to everyone's surprise, this vote was carried, without opposition and after very little debate. The best of feeling seemed to prevail, and it is likely the unpleasantness of the past will be known no more, and the club will enter upon an era of increased prosperity.

The assessment will probably add to the club treasury about \$900, but, as the total indebtedness is in the neighborhood of \$1,900, it will be necessary to raise the balance by voluntary subscription, and judging by the liberal sums subscribed last evening, this will not be a difficult matter to accomplish.

The report presented by Treasurer Minot showed that the club owed for rent to the corporation owning the house, \$560; to the Pope Manufacturing Company, \$1,162.41, and for other bills, \$461.66, making a total indebtedness of \$2,188.07. Subtracting from this \$316.27 in cash on hand and in membership fees due, the actual indebtedness is shown to be \$1,871.80.

The club has 171 resident members who each pay annual dues of \$20; twenty-four non-resident members paying \$6, and six non-resident members paying \$10. This gives the club, with receipts from lockers, etc., an annual income of \$3,924, which is considered ample to pay all necessary expenses.

The last year was a particularly hard one, on account of paying League dues and entertaining visiting clubs. A committee, consisting of Messrs. Farrington, Minot and Goldwaith, was appointed to take charge of raising subscriptions.

What will undoubtedly be of great benefit to the club is the amendment of the constitution, which is to be brought up at the next meeting, providing for the admission of associate members. Their dues will be half that of active members. Messrs. Salkeld, Meyers and Pattison were appointed a committee to draft rules for the government of associate members.

Three new members were admitted to the club. F. A. Pratt resigned from the club committee, and L. Barta was elected his successor. The constitution was changed, making the Vice-President a member of the club committee. A committee consisting of Messrs. Farrington, Salkeld and Goldwaith, was appointed to draft resolutions on the death of Horace B. Wilbur, the oldest member of the club, who died last week at the advanced age of seventy.

BICYCLISTS AS ARMY SCOUTS.

GREAT SUCCESS OF THE EXPERIMENT AT DOVER.—
FAR SUPERIOR TO CAVALRY.

LONDON, April 9.—One of the novel features of the Easter manoeuvres at Dover, of the volunteer army of England, is the use of bicycle and tricycle riders as scouts. There is to be a sham battle fought at Dover next Monday. The idea of this battle is to simulate a foreign invasion, which is to be repelled by the English land forces. It is only within the last week that the idea of using bicycle riders as scouts, has been taken up. Yesterday and to-day, the bicyclists have had a preliminary trial at Dover, and the most flattering results are reported. They have exceeded in swiftness the cavalry, and were able to go much more secretly, and to cross much rougher country than the latter. When the bicyclist would come to a fence, he would climb it and throw his machine over quickly, and even in crossing heavy ploughed fields and marshy strips of land the bicyclist outstripped the horsemen. Upward of eight hundred bicyclists are now employed at Dover as scouts. They were attended by Mr.

Bernard and Mr. Tooth, two of the most celebrated bicyclists in England. One of the most vigorous and active of the bicyclists at Dover, was a veteran expert over eighty years old. This novel use of the bicycle, has attracted much attention in military circles. It is believed that the bicyclist rider in the future will be of great service in campaigns. The bicyclists can carry three days' ration on his machine, and an expert rider can make an average of sixty to seventy miles a day in carrying messages or despatches.—Cable to *The N. Y. World*.

PHILADELPHIA POINTERS.

For the old Quaker village we can only report a great dearth of special cycling news, poor roads and splendid weather during the past week. Sunday April 10th, was a remarkably good day for wheeling, for so early in the season, and about every one who owns a wheel was out on it. The Road Race of the University of Pa: Bicycle Club, is the first of the Spring events and occurs on Friday April 22d. The actual contest will probably be between Page and Witaker. Page is the favorite both from his record at jumping, and because of his long experience as a tourist. The distance is twenty-five miles out and now on the Lancaster Pike.

Philadelphia does not amount to much in the eyes of the average New Yorker, but it does seem as though we had produced about as many celebrities almost as Boston, of which *Glory* is the suburb. To be sure we cannot supply a Bassett, a Beckwith, or a Pope, but haven't we the great and only Aaron, the tall and good-natured Racing Board Miller, the carefully-lined Wells, the pugnacious Gideons, and the most riders of any city in the country? And doesn't Woodside, the great and also only Woodside, the *Irish* champion of the *American* team, hail from Quakerville? And Pennell, he of the left-handed sketching book, the Ham League badge, the Franco-German spying-expedition in behalf of the *Pall Mall Gazette*, and the various arrests on the continent and conservatories in England, is yet a member of the Germantown Club of Pa., and in good standing. We have four big clubs, and two big club houses, and if any one wants to come over and take a ride through Fairmount Park, he is welcome to do so, but for Heavens sake tell him to first advise the Penna. club how much money he has, and the Germantown club who his great grandfather was if he expects to have a good time or wants company.

Current report has it that the "Ivel" safety, which has made so remarkable a record in England, is about to be imported to this country by a Philadelphia rider, who intends going into the business of bringing over English manufactures, with thirty-five per cent duty added, to compete with American made goods, constructed by large concerns and put on the market at a cost less to them than the English wheels will cost the importer in England itself. Of course he will lose money, but as the young man has plenty to lose, it is all right. DIXEY.

The "S. S. S." tandem (W. B. Everett and Co. importers), is a non-convertible, the makers apparently having greater confidence in a machine built complete in itself than when it is made up of parts, the perfect attachment of which being left to the judgment and skill of the user, not infrequently leads to repairs and consequent expense. As might be supposed, the new tandem is finished in good style, and supplied with tyres fitted with "Otto" corrugated wires, the arrangement of compressed rubber tyres growing rapidly in favor.—*The Ironmonger*.

FROM THE ORANGES.

The past week has brought out many wheelmen for their initial spring rides, for even here a large majority of cyclers are fair-weather riders. Good Friday was a sort of semi-holiday in New York, and, as everything was propitious, most wheelmen who had any time managed to take a spin.

I welcome "Jonah" back to your columns. New Jersey news is now in a pretty fair way to be told, at least for the Northern portion of the State, where reside a majority of her wheelmen. Now that *THE WHEEL* has absorbed *Recreation*, it is the most appropriate organ for this section, and ought to be read by everyone.

Probably the Oranges are exempt from the "Star craze," of which we have heard so much since last November, because our roads are so perfect that a safety machine is a superfluity, if not an absurdity, for ninety-nine out of every hundred riders.

There has been one man reconverted this year, however. The President of the Wanderers originally rode a Star. Last year he tried an ordinary, but failed to get accustomed to it; so this year he has gone back to his first love, but of a newer, brighter pattern.

The Wanderers will not put a team in the N. Y. and N. J. Team Road Race. They had hoped to do so until Baird left to accept a business opening in Montreal. He did not resign, but his residence keeps him out of a team. Another of their fast men will not ride, and, strange to say, there are almost no candidates for the positions, so they are making no preparations.

Now that the Essex are looking toward racing honors, they ought to join the Team Association. They have several very strong road riders.

Photography is taking here among wheelmen as elsewhere. Some of the amateurs are doing very good work, and finding no end of enjoyment.

Importers and domestic manufacturers seem to be equally backward in producing their patterns. In some cases samples are not yet to be seen, and it is exceedingly difficult to secure machines ordered. If they were a little more far-sighted, they would not be so far behind, for it loses them custom. I am constantly hearing of wheelmen who place early orders on the other side, and who usually get their machines about a month before the new styles can be supplied here.

It is not likely that the Humber type of tandem will lose its hold on popular taste where the roads are not too hilly and rough; but there is destined to be a big demand for a front steerer, with long wheel base, and in which the steering is absolutely controlled by the rear (gentleman) rider, but not through the device of a rod connecting the two handlebars. 5678.

Singer & Co., Challenge Works, like their neighbors, have been working all hands overtime during the greater part of the last month. They find their "S.S.S." tricycle, which sold so well last year, and has since been brought up with the times by the fitting of a 28-inch front wheel, still taxes their facilities for supply to the utmost, both the "No. 1" and "No. 2" selling faster than they can be turned out. The newly-introduced "S.S.S." tandem, with a front-steerer, steered from the back, has also found great favor amongst riders, and although—owing to the time taken in concluding experiments towards its perfection—the first lot have only just been delivered, the firms have a large number of orders for them on the books. The "Apollo" rear-driving safety, too, is selling well all over the country.—*The Ironmonger*.

LETTER FROM BROOKLYN.

The good weather of the past week has put the roads in tolerable condition and extended runs are now in order. The first this season to brave the risks and perils between this city and Jamaica, was a party of four unattached who passed through the latter place on Good Friday. On Saturday two members of the Brooklyn Club ventured as far as Garden City. They found the roads fairly good, in fact much better than the paths, which latter are very rough in places. On Easter Day a number of wheelmen from this city and from Jamaica, rode through and attended service at the Garden City Cathedral. The roads between Brooklyn and Jamaica are particularly poor, and though they will probably improve very much with a week or two of good weather, they need considerable fixing up before the novice can enjoy the ride or even attempt it with safety. Through East New York, riding is particularly bad, and bids fair to remain so in view of extensive building operations and proposed *improvements* which the city authorities intend making. It is possible for the clubs, by some united action, to patch up the paths of the New Lots route into fairly good riding condition, and unless they get together and do this, they must still keep well trained in cycling gymnastics to be able to reach Jamaica with a sound body and wheel. The committee from the Brooklyn Club have had interviews with Commissioner Connor, but have very little to report that will further the interests of wheelmen. In brief, the asphalt streets of the city will be repaired where needed, the Eastern Parkway will not be resurfaced as was reported, no improvement of the wretched "cobble-stone hill" is contemplated, it is not intended to lay any more asphalt, macadam or other smooth surfaces, and the new pavements of the 26th Ward are not to be constructed with any idea of their becoming popular thoroughfares for wheelmen.

Again we have to record another of those now frequent and serious accidents to wheelmen on the Boulevard. On the afternoon of Easter Day a young man named Bolff, residing at 57 Monroe Street, was, so report says, deliberately run into by a buggy travelling in the same direction. Whether the accident was unavoidable or wilful remains to be ascertained. The wheelman was so badly injured that it was necessary to take him home in a carriage. I am informed that the injured man is a member of the Long Island Wheelmen; in that case we may hope for a thorough investigation and prompt punishment of the offending party. If the case was one of malicious assault. As has been before remarked, it is really perilous for wheelmen to ride on the Boulevard, Saturday and Sunday afternoons.

The Ilderan Bicycle Club have fallen into line on the question of Club house improvement. They have secured a lease of the three-story frame building, No. 71 Lincoln Place from May 1st, and will fit it up in a manner becoming to their requirements. The building is 22 x 32 ft. The first floor is but four steps from the sidewalk and will be used as wheel space, the floor above will be utilized as lockers, bath and parlor, while the upper floor will contain a billiard room and apartments for janitor. When everything is in shape they will be very nicely housed, and I am sure all their sister clubs extend to them hearty congratulations.

The Stevens Lecture which is to take place at the Academy of Music on Saturday evening next will be one of the events of cycling in this city. All the Clubs of this city, as well as those of New York and neighboring cities will send large delegations, and friend Thomas may expect a warm and hearty reception. Mr. Stevens will be dined at the Clarendon before the lecture, in company with Dr. Beckwith and others. At the conclusion of the lecture he will proceed to the club house of the Brooklyn Bicycle Club No. 112 St. Felix Street, where he will be pleased to see all those who care to meet him.

The Annual Meeting of the Brooklyn Bicycle Club, at which occurs the election of officers will be held Tuesday evening of this week. At this meeting Mr. Thomas Stevens will be elected to Honorary Membership.

The increase of the great body of the unattached in this city this spring has been something marvellous. Truly there is a harvest in store for the Clubs if they go to work properly to secure new recruits.

BROOKLYN, Apr. 11th, 1887.

BON.

PITTSBURGH NOTES.

Good Friday was, in this part of the country, a most perfect day, and the club runs of the Allegheny Cyclers and Pittsburgh Wheelmen to Bakerstown were a confirmed success, with a good attendance of members. Cycling is booming with us, and candidates for disasters in that line are very numerous. Our Keystone Club has not had a called run this season, their Captain, Bidwell, being in Buffalo, N. Y. with his brother, who was severely injured in the late hotel fire.

At their business meeting held April 6th, seven members were in attendance and had a delightful run of six or seven miles afterwards, under the command of Lieutenant Lee.

A meeting of those interested in Amateur Athletic sports is called for Monday, April 11th, to consider the procuring of grounds for amateur sports, and form an organization with that in view. The meeting will be held at our Bicycle School and is no doubt simply to clinch the quarter mile track project I wrote of two weeks ago. The B. B. club management desire a guarantee of five hundred dollars and will then build the track, subject to the approval of bicycle clubs represented; the ground has been surveyed and will admit of a track eighteen feet wide, except on the home stretch where it will be twenty-five feet wide, and this without interfering with the ball field.

A. Kennedy-child spent several days in this city lately, on business connected with the Pope agency. He pronounces the demand for wheels very large, and in regard to the League, thinks it will be stronger and better when the late troubles are settled.

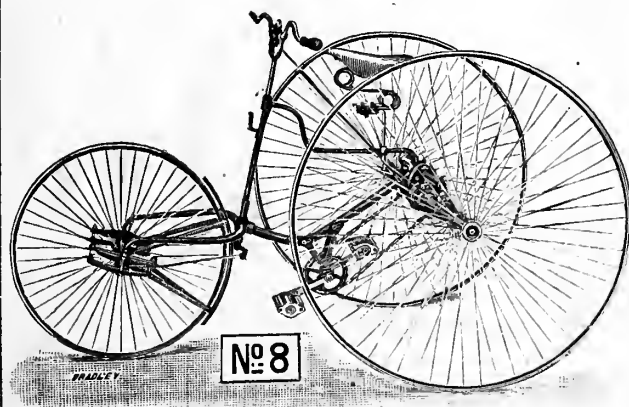
We are glad to have the assurance of THE WHEEL that we shall soon be happy in being clothed with the League uniform when riding, but our wheelmen are still impatient and think with dismay of waiting from four to six weeks after the contract is awarded, past experience teaching them to expect nothing less.

From all I can learn, the straight ticket of the Penna. Division was voted by wheelmen here except the scratching of Wood, in favor of Wright, of Philadelphia. KEYSTONE.

A large and fashionable audience thronged the Seventh Regiment Armory last Saturday, to witness the Spring Games. Two of the events were bicycle races, open to members only, which were contested with the following results: One mile: A. B. Rich, 3m. 18s.; E. M. Valentine, second. Three miles bicycle: A. B. Rich, 10m. 11s.; Valentine, second. The Kings County Wheelmen's team gave an enjoyable drill.

THE "QUADRANT" TRICYCLE.

IMPORTERS: S. T. CLARK & CO., BALTIMORE, MD.



SPECIFICATION.—Central geared; double driving; double band brake; protected from oil; adjustable ball bearings to all parts (three on main axle, two on crank axle, two on pilot wheel axle); seven-eights tires; forty inch driving wheels, with solid felloes and sixty direct double-buttoned spokes, and six inch hub; twenty-six inch pilot wheel, with solid felloe and forty-six direct double-buttoned spokes; ball pedals, with square rubbers; Townsend's combination spring and saddle; Quadrant differential gear in centre of axle; Standard gear fifty-two inch, higher or lower as desired. Total width 39½ inches. Total length seventy inches. Narrow doorways will admit this tricycle by

removing one wheel and half of the axle which is effected in a few seconds. This is a feature of the machine. Finish.—Both axles, handle-bar, brake, lever and rods, saddle pin cranks, pedals, and all nuts and foot plates nicked, the balance beautifully enameled plain black. For a more complete description of this steering machine, we refer our readers to the catalogue, which may be obtained from the importers.

Bicycling News October 23d, 1886, referring to the Gold Medal awarded to the "Quadrant" at Liverpool Exhibition says: "It was the first of the now numerous large steering wheel tricycles, and has gone steadily on against adverse criticism and prejudice, until it has proved pretty plainly the properties of the big front wheel."

The Cyclists Touring Club *Gazette* October 1886, in reviewing another machine says: "We believe in the motto, *Palmarum qui meruit ferat*, and at the outset we give it as our opinion that the leading principal of the machine embodies—that of providing and controlling a large pilot wheel without the intervention of the usual forks, with their attendant springiness and vibration—would never have been devised in its present shape had it not been for the success that attended the introduction of the 'Quadrant' tricycle—practically the pioneer of the large steerer type."

The Cyclist October 6, 1885, in "Some Hints to Manufacturers," says, (abbreviated) that the style for 1887 will be: "Front bicycle steerer. Guide wheels, twenty-four to thirty inches. Some method for reducing vibration. Horizontal fork with handle post behind the wheel. Three or four bearings, well spread over the axle, the stuffing box system (i. e. firm steering) will in the majority of cases replace the automatic gear." Just what the "Quadrant" No. 8 has been throughout the last two seasons.

THE TRUTH OF IT.

EDITOR OF THE WHEEL: Your correspondent "5678" in your last issue, wants it noted that Dr. Kinch declines the nomination of Chief-Consul. I would like to reiterate a former statement to the effect that Dr. Kinch declined the nomination before Dr. Cooley was talked of. Chief-Consul Johnson, in a letter to Dr. Kinch, stated that he (Dr. Johnson) would be pleased to see him the nominee for Chief-Consul, and Dr. Kinch replied that he felt grateful for the honor, but that it was impossible for him to accept the nomination, for, in event of his election, he could not give to the office the time it demanded, and therefore declined. Chief-Consul Johnson read extracts from this letter before the nominating committee at their meeting at the Astor House.

At no time did Dr. Kinch seek the office, but the more his friends pushed forward his name the more firmly he declined the nomination. At the meeting of the committee, after Dr. Cooley had been nominated and the list of representatives made up, Mr. Crane, of Plainfield, who placed Dr. Cooley's name before the meeting, made a motion that it be entered into the history of the meeting, that Dr. Cooley would not have run for the office had Dr. Kinch been in the field as a candidate, which was carried. S. TAR.

Newark, April 12, 1887.

HYDE PARK RAMBLERS.

HILL CLIMBING IN THE MORNING AND ATHLETICS IN THE EVENING.

The bicycle season at Hyde Park, Mass., was opened by the Ramblers last Thursday, at 10.30 A. M. Nearly all the members of the club assembled at the foot of Maple Street, near the New York and New England depot, and eight of them took part in a hill climbing contest. Maple Street leads on to Mt. Neponset from Walnut Street, and is very steep at this point. It was in poor condition on account of the loose gravel, making it impossible for any cyclist to reach the top. Those who rode up the farthest were W. S. Scott, first; H. S. Peare, second; and J. P. Bird, third. Delegations were present from Dorchester and Jamaica Plain, with their machines, and the contest was witnessed by a large number of spectators.

In the afternoon a club run was called to Dedham, and about fifteen made the journey. The roads were found in good condition, except for a short distance at Readville. In the evening the club held an athletic entertainment at the headquarters, in which the members showed great skill.

Mr. G. M. Worden, formerly of the Lynn Cycle Club, has secured a position with Messrs. T. G. Conway & Co. 20 Warren St., N. Y. He will exhibit the Springfield Roadster for this firm.

Harry D. Hedger & Co. are making a new bicycle, called the Swiftsure. One has been built for R. A. Neilson, 32 inches, 41 pounds, including saddle and pedals, on which he intends to do road racing this season.

THE STAR CATALOGUE.—The H. B. Smith Machine Co. have just issued their 1887 catalogue. The cover presents the novel sight of a lady riding a Star tricycle. The catalogue, which consists of thirty-four pages, contains a general history of the Star wheel, a general description, and a complete illustrated description of the parts and completed wheels. Of course the novelty is the tricycle, which we described last week.

THE INTER-STATE COMMERCE LAW.

ITS EFFECTS ON RAILROAD RATES.

Editor of THE WHEEL: The Inter-State commerce law puts things in this condition: All old practices in railroading are unsettled, and penalties are attached for violations of the new law. The new law is not clear, being subject to several interpretations. To be on the safe side, railroads have interpreted it in its most stringent sense, and are now acting on this basis. The Inter-State commission, which has but just got down to business, will put final and practical interpretations in effect. The law specifically provides that nothing in the act shall interfere with the issuance of excursion tickets. What is now wanting is the official interpretation of the commission. When that is given we will get our reduced rates. Therefore, the St. Louis meet committee has omitted the fares in their schedules of routes to the meet, leaving that to be published later, when the commission shall have got around to the subject. Very truly yours,

B. B. AYERS.

[Mr. Ayers has kindly sent the above, in reply to our inquiry as to the effect of the Inter-State law, on the reduced railroad rates which have been allowed to the wheelmen on special occasions.—ED.]

BALTIMORE ITEMS.

There has been very little doing here the past week. The Maryland Club attended the Westminster Meet Monday in a body, and all others who could get away also went.

That "Special" in your last signed "Chesapeake," was not from him, and he desires me to make mention of it.

League matters are quiet, and the result of the mail vote is waited for with interest. Bartlett will probably be re-elected C. C.

FISH.

THE EXECUTIVE COMMITTEE MEETING.

An important meeting of the Executive Committee of the U. S. L. T. A. was held at the Hoffman House, N. Y. City, last Saturday evening, Mr. R. D. Sears, president of the association, in the chair. It was voted that the tournament for championship singles should take place at Newport, Aug. 22, and the following days until decided, and the tournament for championship doubles at Orange, on Tuesday, Sept. 6, and succeeding days. In the singles, all matches are best 3 out of 5, vantage sets. Hereafter they have been simple sets. Competitors defeated by the winner will play for second prize, best 2 out of 3, vantage sets. A special prize will be offered for those defeated in the first round of singles, best two out of three vantage sets. All matches in the doubles will be best 3 in 5, vantage sets.

Communications were received from various clubs and associations asking for dates and locations for local championships, and the following were granted:

New Haven L. T. Club, New England championship, June 13 and following days.

Scarlet Ribbon Club of Chicago, championship of the Western States, July 4 and 5.

Meadow Club of Southampton, Long Island, in July, dates to be announced hereafter.

St. George's Club, New York, middle States championship, June 1, 2, and 3.

Young America Club, Philadelphia, invitation tournament, June 10 and 11.

It was voted to give the publication of the tennis rules to Messrs. Wright and Ditson, of Boston.

Messrs. George and Sam. Gideon may race on a tandem this year. They would make a strong team.

TENNIS GOSSIP.

At the regular annual meeting of the Passaic Lawn Tennis Club, held Tuesday evening, April 5, at the residence of Dr. R. A. Terhune, the following officers were elected for the ensuing year: President, M. P. Slade; Treasurer, P. H. Terhune; Corresponding Secretary, F. A. Marsellus; Recording Secretary, H. M. Swan; Executive Committee, M. P. Slade, P. H. Terhune, F. A. Marsellus, H. M. Swan, M. DeM. Marsellus, Chas. Blizzard and John King; Membership Committee, Misses Terhune Worden and Westervelt.

It is rumored that the Crescent Club, one of the many clubs formed this season, have secured the grounds at the corner of Fifth avenue and 131st St. The membership is comprised of both ladies and gentlemen, and is limited to twenty four, which number has already been reached. At the recent election, the following officers were chosen: President, Mr. John Lyons; Treasurer, Mr. Walter Adams; Secretary, Mr. Clarence Roselle.

"The Tennis Club," whose grounds are at 146th Street and Mott avenue, expect to open the season about May 15th. The club was formed last season, and has but eight members, four ladies and four gentlemen. Miss Cassie Haigh is President of the club.

Owing to the fact that most tennis clubs in the West have not held their annual Spring meet for election of officers, etc., and do not hold such meetings until late in April, we have decided to postpone the meeting of the Western Association, Saturday, April 9th, until some time in May, subject to call by president. Due notice will be given of the meeting.

LEAGUE OF TENNIS CLUBS.—A number of the tennis clubs in Middlesex County, organized yesterday under the name of the Middlesex County Tennis League, adopting the rules of the National Association. It is proposed to have one or two tournaments in each season. This is believed to be the first County League in the country. Applications for membership of the League, can be addressed by any club in the country, to Willis Farrington, box 284, Lowell.

The New Haven Lawn Club, is one of the most prominent lawn tennis organizations in this country. At the recent annual election the following officers were chosen:—President, Mr. William L. Bennett; Secretary, Mr. Arthur S. Osborne; Treasurer, Mr. Eugene S. Bristol; Auditing Committee, Messrs. John W. Bristol and Henry C. White. Governing Board, Messrs. Francis G. Beach, William L. Bennett, Eugene S. Bristol, William F. Fisher, Charles S. Hastings, Arthur S. Osborne, Joseph D. Sargent, and Joseph T. Whitelsey. The membership of the club is limited to 250, and that limit has been reached, and there are numerous applicants for admission whose names are on the table awaiting vacancies in the membership. The club was never in a more prosperous condition, having no liabilities and \$2,300 in bank. Play was begun for the season on one of the courts on March 19th, and to-day five courts are in good condition. The club has thirteen courts in all. The grounds are being put into the best possible shape, the surface of some of the courts is being relaid, the club house newly painted, and improvements are being constantly made. The club will hold its annual tournament for the "championship of New England" in June, the dates claimed being the 13th, 14th and 15th.

The Brooklyn Hill Tennis Club, whose grounds are situated on Ryerson street near De Kalb avenue, expect an unusually lively season. The officers of the club are:—President, Mr. F. D. Beattys; Vice-President, Mr. J. Halsey; Treasurer, Mr. C. J. Post, Jr., and Secretary, Mr. A. L. Tomes. The additional directors are:—Messrs. William A. Tomes, William A. Webster, E. Childs, and William Halsey. The ground will be begun to put in order next week.

The Orange Lawn Tennis Club is having its grounds put in order. It will open the season towards the latter part of May. In June the club will hold an open tournament, and on July 4th a club tournament. The club has 175 members. Mr. H. F. Hitch is President, Mr. S. H. Howe, Treasurer, and Mr. A. B. Staréy Secretary.



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THE RISIDO
 IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
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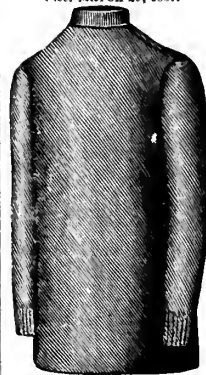
Ask for it, and don't smoke cigars that are full of artificial flavor.
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We Call Special attention to our
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LAWN TENNIS.
 Plain Colors or Striped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

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 Low neck, sleeveless. Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

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Are knit with selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



Bicycle Knee Tights.

Made same as full tights, to three inches below the knee.



Trunks.

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments



Jersey Fitting Knee Pants.



Buttoned in Front, same as Pantaloons, without certain objections.

We offer them to the trade and clubs as **SOMETHING NEW**, and invite all to examine them.

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A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garments a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



Pat. Apr. 7, 1885.

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Would like to have every Wheelman see these

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TRADE MARK. As we believe there is nothing better.

Send us your order for any of these garments with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address.

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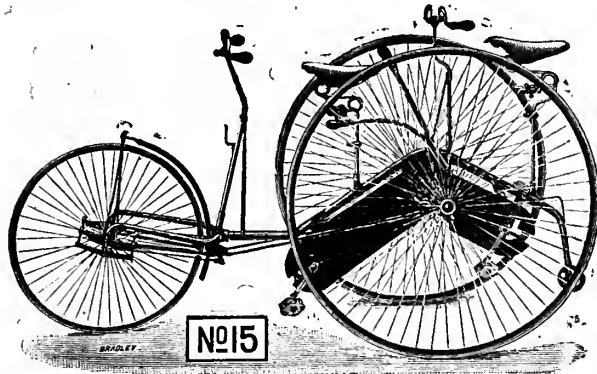
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56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price \$60.00. Reduction for cash. Address, G. E. STUBBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y. 4-15

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list containing many genuine bargains, to THE COVENTRY MACHINISTS' Co., 239 Columbus Ave., Boston.

FOR SALE—Vol. v, vi, vii, viii, of *Outing*. Price \$6.00. Address E. H. this office.

WORTH—A new jobber self-inking printing press \$50, weight about 250 lbs. including thirteen new fonts of type, new styles, 6 lbs. of quads and spaces, 6 lbs. leads, 35 dashes, 15 cuts, 6 ft. of brass and wood rules and four pounds of border and one font of circulating quads, also \$10 worth of paper, envelopes, tags, note and bill heads, cards, 2,000 dodgers, all blank, and ink. Also one new bracket machine and turning lathe complete. Press been used about six months and in good working order. For a good Bicycle from sizes 42 to 46 inches, in good running order. Address, J. P. McLAUGHLIN, Rubber Stamp M'fg, Jersey, Pa., Box 157, 158

1886 PATTERN, EXPERT COLUMBIA, new, same at '87, any size or finish. A big bargain. Don't write unless you mean business. C. A. UNDERWOOD, 389 Trimont St., Boston. 1-22

WANTED—48 inch, second-hand Rudge Mail or Victor bicycle, must be low priced. Address E. K. AUSTIN P. O. Box, 2414, New York.

FOR SALE—One fifty-one inch Aerial bicycle, nickel and enamel, in fine order, complete with nickel hub lamp and tool bag. Price \$50. Also, one 52 inch American Rudge, nickled and enameled, with a Perfection alarm bell, used but little and in the best order. Address, W. S. RUSSELL, Prop'r Cooperstown Bicycle Agency, Cooperstown, N. Y. 4-22

FOR SALE—Expert Columbia, 54 inch. '86 patters, full nickel, balls all around, cow horn bars, and all improvements. Excellent condition. Cost \$140.00. Price, \$100.00. Wheel at B'klyn Bi. Club. CHAS. J. EARL, 24 Harrison St., Brooklyn.

FOR SALE—Stars, 54 in. \$40. 51 in. \$40. 48 in. \$60. 48 in. \$55. 51 in. \$100. 48 in. \$105. 48 in. \$90. Particulars of any machine on application. GRANT BELL, Minneapolis, Minn. 5-6

FOR SALE—Expert Columbia, 52 in. '85 pattern, full nickel, balls all around, cow horn bars. All improvements. Machine in A 1 condition. Cost, \$137.50, will sell for \$100.00. W. J. TICKNOR, care of B'klyn Bi. Club, 112 St. Felix St., Brooklyn.

SPECIAL BARGAIN—54 inch special improved Siar in S fair running order. Enamel finish, has not been run 500 miles, \$45.00. Reason for selling; have a new Semi-Racer. JOHN J. YOUNG, Braceville, Ill. 4-22

FOR SALE—One 50 and 52 inch Expert Columbia bicycles, '86 pattern and in excellent condition. Address, FRANK L. HATFIELD, Trumansburgh, N. Y. 4-22

IF YOU WANT a good 52 inch bicycle, don't miss this one. It is an Expert Columbia, '86 style, with parallel pedals. Good as new, write to W. I. WILHELM, Reading, Pa.

WANTED to exchange a tricycle for a 48 or 51 inch bicycle, Star preferred. W. I. WILHELM, Reading, Pa.

44 INCH Standard Columbia. 52 inch Harvard. 52 inch Standard. 54 inch Rxpert. All big bargains. W. I. WILHELM, Reading, Pa.

TWO BIG BARGAINS—Standard Columbia, 46 inch. Ball bearings, tire and condition good. Only \$30.00, cash. Standard Facile, 42 inch. Enameled. Good condition throughout, only \$40.00. Cost, \$117.00 Address, C. W. SADLER, Walden, N. Y.

GRANT BELL, who has spent the Winter at the star factory, has returned with a full line of Stars and New Rapids, and intends to push both in Minneapolis this season. He has opened at 705 Nicollet Avenue, and besides keeping a full line of bicycle sundries, does fine repair work.

FOR SALE—A 54 inch Humber Light Roadster, spade handles, \$115.00 cost \$155.00 last Fall. Also Invincible Ladies Two-Track Tricycle, weight 64 lbs. actual \$158.00 cost \$185.00, never been used. Machines not sold for any fault. Owner wants tandem. Address D., WHEEL OFFICE.

- No. 58. 54 in. Expert Columbia, nickel wheel, balance painted, straight bars, Ld. saddle. Wheel in good shape. \$ 80.00
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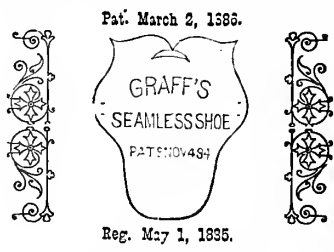
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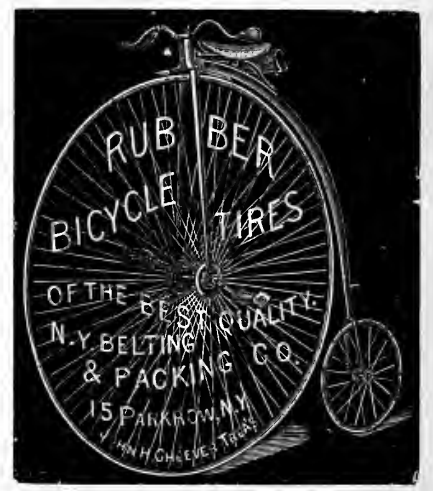
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SEND FOR PRICE LIST.

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 O Luna dear
 With thy light clear
 Pray lighten my distress.
 I weep and sigh
 Each day for I
 Can't buy me a new dress.

The Reply —
 "You are absurd,
 Have you not heard,
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Saturday Evening, April 16, 1887.

This will be Mr. Stevens' only Lecture in this vicinity this season.

The sale of Tickets will commence on April 4th at CHANDLER'S, 172 Montague Street.

Admission, 50c. Reserved Seats, 75c.

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The famous WEATHEROAK hill, near Birmingham, Eng, which though often tried by various Bicycles and Tricycles, has never been surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, with ordinary cranks and handles from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, but without success. This marvellous feat proclaims the Quadrant the

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and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

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We beg to inform the readers of this paper, and the interested cycling public, that we have purchased the patents, plant and name of the

LILLIBRIDGE * SADDLE,

and will henceforward manufacture it at our factory. All the contracts undertaken by Mr. Lillibridge, will be carried out by us, and as formerly, the Saddle will be constructed so as to fit every make of machine. The retail price of Five Dollars will also remain the same.

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Cheapest.
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My illustrated catalogue with prices, enables club committees to purchase as well as if they visited my store.

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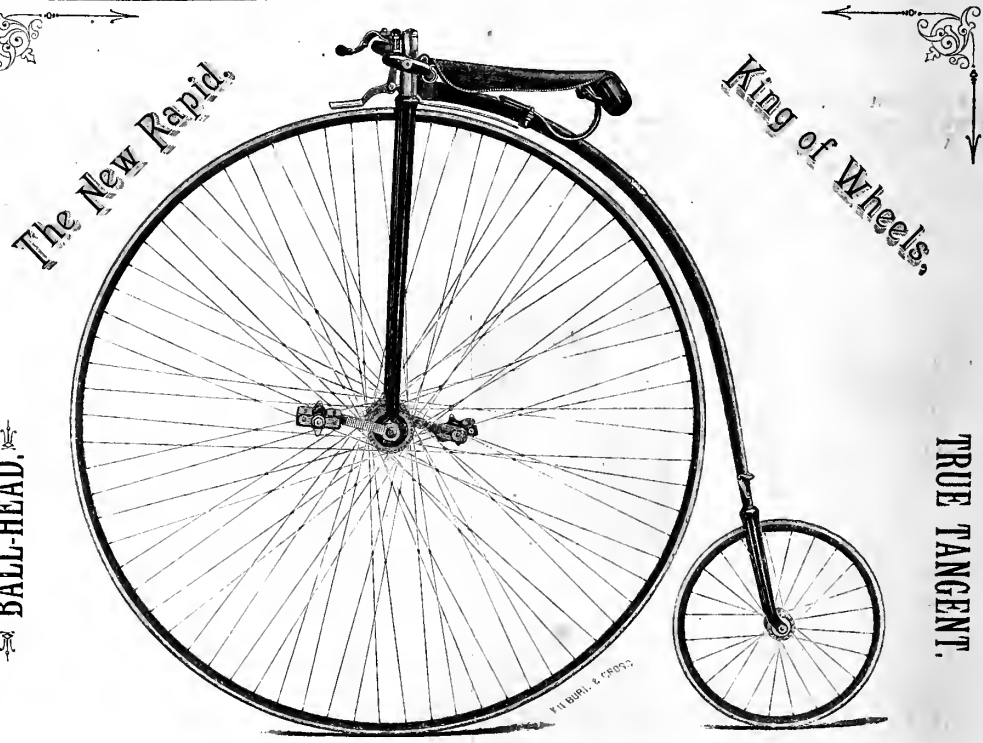
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THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

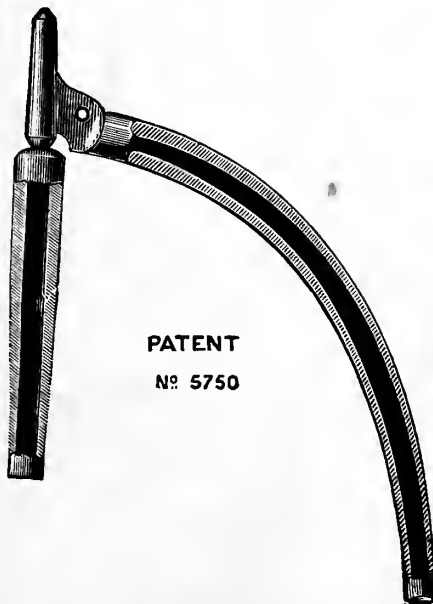
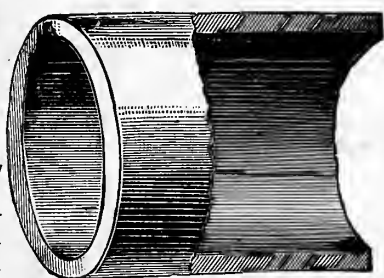
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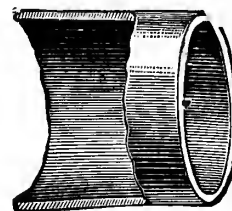


Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



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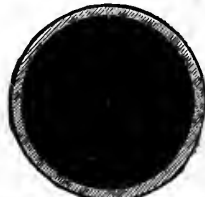
Sectional view showing Backbone and Forks when made up: A splendid improvement.



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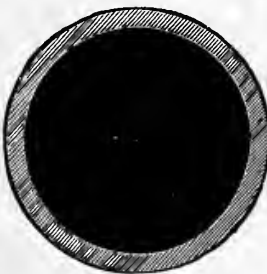
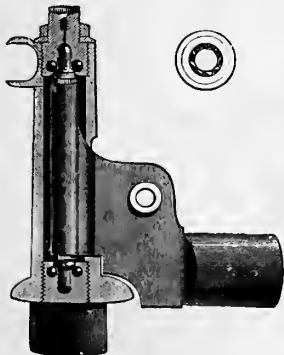


Sectional and end view of back fork end of Backbone.

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A Superb Light Roadster.

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SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

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	MILES.	TIME.		MILES.	TIME.
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A JOURNAL OF CYCLING

Established 1880.

12 Vesey St, N. Y.

AND RECREATION.

Vol. XII.—No. 4.]

NEW YORK, APRIL 22, 1887.

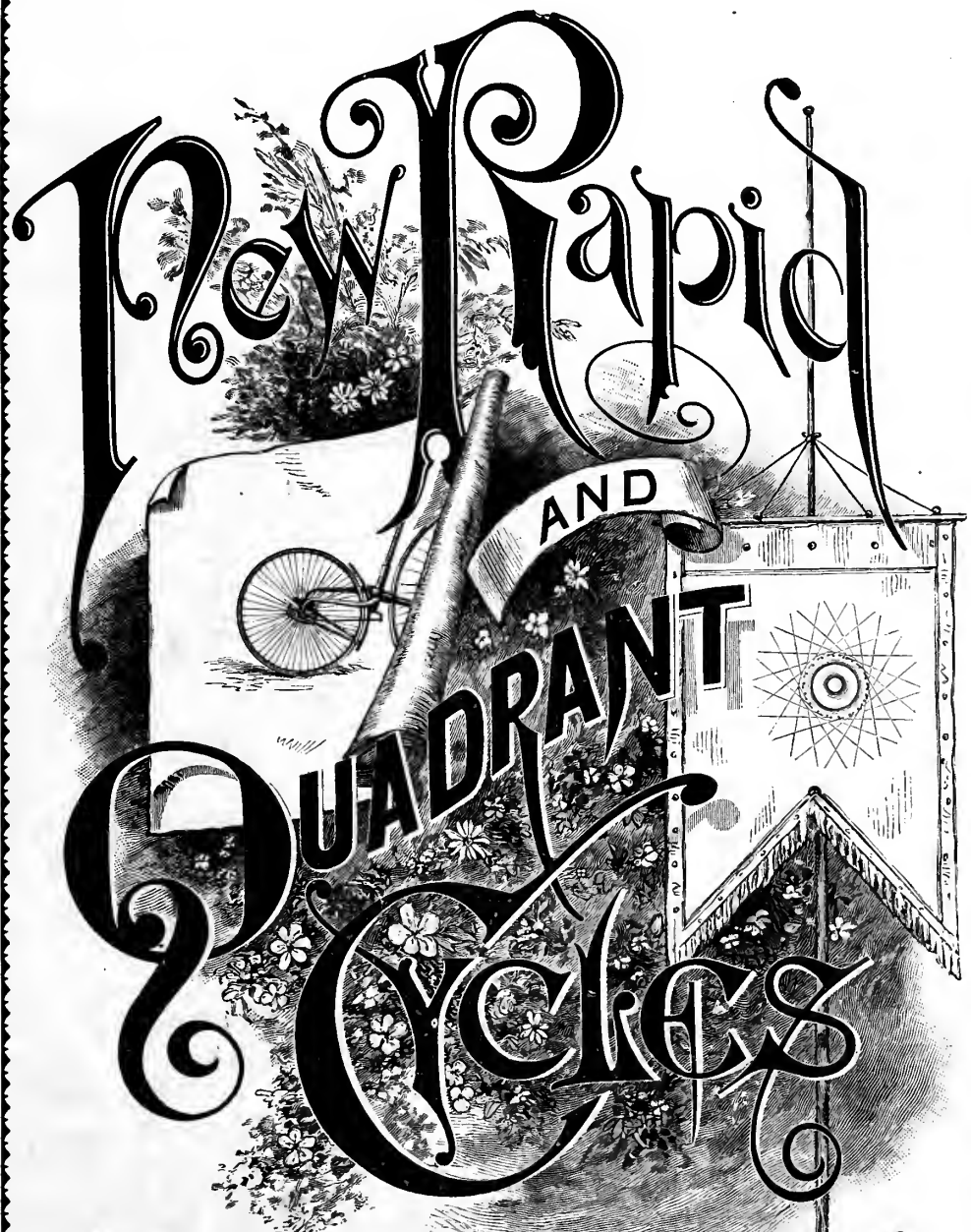
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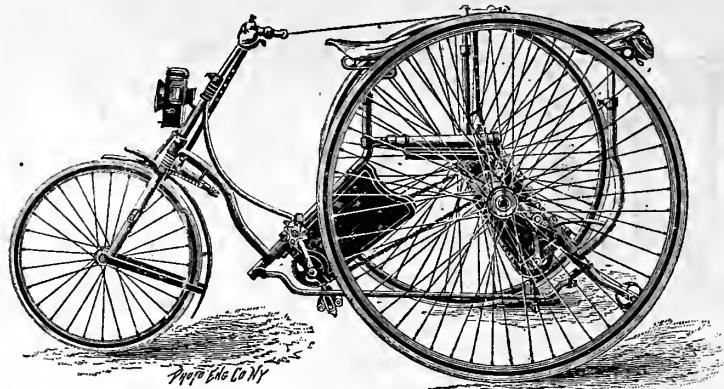
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"CUNARD" CYCLES,

Testimonial from T. J. Kirkpatrick, Vice-Pres. L. A. W.

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

Gentlemen :—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced.* Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house room as a convertible machine.* I find it a *perfect machine,* in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked today, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be.*

(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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305 MILES IN 24 HOURS!

WORLD'S RECORD.

Made by ALFRED. A. McCURDY over a 50-mile course in Boston on a 48-inch Semi-Racer

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WEIGHING ABOUT FIFTY POUNDS.

The semi-annual 25 mile road race of the N. Y. & N. J. T. R. R. A., on November 2, 1886, was won by HARRY J. HALL, JR. in 1 hour 37 minutes and 12 4-5 seconds, on a 48-inch Special STAR. H. GREENMAN, the third man in, also rode a STAR

The Star is the Fastest on the road, up hill, down hill.

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All the latest Improvements.

Trigwell's Ball Head, Perfection Backbone and Forks, Warwicks' new Hollow Rim, Spade Handles, Kirpatrick Saddle, Narrow Tread, Spokes wound seven times, Harwood's Adjustable Step.

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 In nickel-plated watch case, improved for 1887, and price reduced to 35c. or 4 for \$1.00.
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 Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. **Geo. W. Rouse & Son, 13 G St., Peoria, Ill**

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 MISFITS FROM BEST TAILORS AT ONE-HALF PRICE. ALL WINTER CLOTHING REDUCED 20 PER CENT.
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WHAT IS SAID OF IT.
ADAMS' TUTTI-FRUTTI CHEWING GUM
EUCHRE CLUBS TRUMP
WHICH WINS?

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.* Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.* Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chicomotlan) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*



WE didn't have as long a line of wheels last year as we have this, but we received the first award at the New Orleans Exposition just the same, and all the well-known makers were represented there, too.

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New York.

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NEW ORLEANS, LA.—Geo. T. Whatton & Bro., 5 Carondelet Street.
WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

EDITORIAL NOTES.

In our statement of the New York State Division's finances one item was misleading, from the fact that we stated it as "Due from the Secretary-Treasurer," instead of, from the Secretary-Editor. The Secretary-Treasurer is fortunate, and the New York Division unfortunate, that he does not owe it the amount mentioned.

We have been told that wheelmen invariably skip the long articles and stories. We think that those men who shun "long articles" as a matter of habit, often miss good things. Read "A Queer Adventure," just for a flyer.

STEVENS AT BROOKLYN.

The Brooklyn Academy of music presented a pleasing sight last Saturday evening, wheelingly, of course. The entire ground floor was occupied by wheelmen, among them, many clubs in uniforms, and the masses of different color presented a semi-military aspect. The balconies we occupied by the "lay" portion of the audience. The occasion was Thomas Stevens' lecture, under the auspices of the Young Men's League—an organization attached to a Brooklyn Church,—and the Brooklyn Bicycle Club.

Shortly after eight, Dr. Beckwith, who occupied a seat on the stage during the lecture,

introduced the great traveller to the audience. The cordial reception given him spoke well for the freemasonry-of-the-wheel wheeze, which some good people think is about played out. Stevens picked up his audience, rather suddenly, it must be confessed, and interested and amused them for two hours with a general summary of his journey awheel.

The trip across America, and the journey through the mountainous and treacherous monarchies of the East were painted for the delection of the audience. Occasionally they were sent off into ripples of laughter over some of Stevens' whimsicalities.

The lecture was, no doubt, interesting, for the audience appeared rather sorry when the lecturer dropped them, which he did rather more suddenly than he took them up, it must be confessed. On the whole, Stevens' effort must be chronicled as a success, though not altogether so. A little more animation, a trifling gesture here and there, and an occasional change of the pitch of the voice would acceptably replace what at times became an annoying monotone. The lecture might be a trifle polished at both ends. With these slight defects remedied, and they are merely a matter of "business," Mr. Stevens would be fully equipped to reap fame and fortune on the lecture platform.

THE EASTERN ROAD RACING CLUB.

A meeting for the final organization of the Eastern Road Club, was held at the International Hotel, Boston, on May 15th. Representatives were present from the Boston, Somerville, Chelsea, Newton, Brookline, Dorchester, Cambridge and Suffolk Clubs. The following officers were elected:—

President, G. I. Haynes, of the Dorchester Club; Vice-President, L. H. Frost of the Chelsea Club; Secretary-Treasurer, W. R. Maxwell, of the Somerville Cycle Club. Executive Committee, President, Vice-President, Secretary-Treasurer, ex-officio, E. G. Whitney, W. Kirk Corey, C. L. Smith, P. L. Aubin, and A. G. Collins.

The first race will be held June 17th; the distance will be twenty-five miles. In addition to the clubs already mentioned as being represented, the Massachusetts and Wakefield Clubs will probably be the charter members. The representatives were very enthusiastic, and the permanency and prosperity of the organization seems assured.

WHIT.

THE SAFETY CRAZE IN ENGLAND.

SOMETHING NEW IN TRICYCLES.

Mr. D. Rogers (of Messrs. D. Rogers & Co., of Newark,) returned from a short trip to England on Saturday last. Mr. Rogers spent two weeks in the "old country," and he was so busy during this time that he had little time for observation. The most noticeable fact in wheeling is the great Rover-type safety craze. They have cut in badly on the "ordinaries," the sale of which has fallen off remarkably. The Safeties and Direct Steerer and Crippler tricycles are the favorite mounts.

Mr. Rogers carefully examined a new tricycle, which Sydney Lee has just had patented, and which he thinks will be a great favorite. It has three thirty-inch wheels. Two are connected with an axle, from the centre of which a rod connects the rear wheel. Upon this rear rod is erected the seat. The form of the tricycle is therefore like a tri-

angle, with a wheel at each angle. The base represents the front of the tricycle; the odd angle, the rear wheel. The two front wheels are steered directly with a Gibbon's automatic steerer. The wheel is light and altogether a new idea. Messrs. D. Rogers & Co. may import the wheel to this country. A charm drives the rear wheel.

MINNEAPOLIS MUSINGS.

Sudden change in temperature! From 75 degs. to 80 degs. in the shade! Fact! Hot dry wind blowing from south for two days; dust flying in clouds, where not nailed down by ice and snow; wheelmen jubilant, and out in force every day. All needed now is a warm rain to make this city bud and blossom as the rose. (Excuse me for being so poetic.)

Heath & Co. have established a branch house in St. Paul, under the charge of R. H. Spear, a well-known trick and fancy rider, and not a very slow racing man. As they have no competition there, and the streets in that city are favourable to wheeling, business should be good.

Several local wheelmen have been arrested and fined \$2 each for riding on sidewalks, and the sight of a policeman causes spurts to be made that would cause any promateur to turn green with envy. We've had the same law for some time, but never so rigorously enforced as under a new police commission.

The 25-mile race at Faribault, Minn., on Saturday, April 9th between Fred Straub, of Faribault, and Tom Eck, of this city, for \$250 a side, had an unfortunate ending. The race was commenced at 9 p. m. the contestants starting from opposite sides of the rink. The articles of agreement stipulated that in case of accident to either of them, so that they could not continue the race, it should be called a draw. Three false starts were made before a satisfactory one was obtained. J. R. Stockdale acted as starter for Tom Eck, while T. M. Shattuck acted in like capacity for Fred. Straub.

At the fifth mile, Eck was about one half a lap ahead of Straub, and remained in this position until the 21st mile, when as Eck was rounding the upper turn, some one, in trying to cross the track, was run into by Eck, causing him to take a terrible header. He was thrown from his wheel to the floor, breaking his wrist and fracturing one leg. He pluckily regained his feet and walked round the track. He gave up the contest and challenged Straub to another race to occur in this city. While talking, he fainted and fell to the floor. Some excited man rushed in and tried to grab Straub, and caused him to take a header, also bruising his shoulder and forehead. As soon as Eck got up he settled all dispute by giving the race to Straub, although by the articles of agreement, the race, on account of the accident, was really a draw. The roughs of the crowd were not at all satisfied at this, as some of them had money up on Eck and two or three fights ensued. There were about 300 present.

L. B. G.

In a New Role.—John S. Prince and Charles Moth, the wrestler; are likely to have contest on wheels. Prince believes he can beat Moth a tenth in every mile, and Moth thinks Prince cannot beat him one mile in a score.—*Western Sportsman.*

ILLINOIS DIVISION ELECTIONS.

Total vote cast in state, 173; out of nearly 400 members entitled to vote.

ELECTED.

- N. H. Van Sicken, Chief Consul.
- Fred. A. Ingalls, Representative Chicago District.
- W. A. Davis, Representative Chicago District.
- Freeman Lillibridge, Representative Rockford District.
- H. G. Rouse, Representative Peoria District.
- E. H. Sleigh, Galesburg District.
- Milton C. Dole, Representative Paris District.
- Chas. Hansel, Representative Springfield District.

"COO OF THE STOOL PIGEON."

Now don't mention the old saying that "Fools rush in where Angels fear to tread," if I venture to cross pens with the veteran Karl Kron, even after Mr. Weston has declined to have further controversy regarding the C. T. C. and its merits. I should enter the fray with fear and trembling, if I thought the C. T. C. really stood in need of my defense, or that the opinions of K. K. and myself were of any serious moment, but my faith in mankind's honesty still being strong, and believing that the Council of the C. T. C. better understands managing its own affairs than either my friend K. K., or myself, I would enter a humble protest at being styled a "decoy duck" or "stool-pigeon."

Any readers of the monthly *Gazette* can not have failed to notice its full report of the case alluded to by Karl Kron, and could easily form their own opinions. The editor stands in need of no bolstering up by me, as he wields a trenchant pen, and can fully reply to any attack on him if he sees fit to do so. Just why K. K. should take so active an interest in the affairs of an organization he is in no way connected with, or what the retaining in office of the *Gazette* editor has to do with him, is what I fail to see. If K. K. were a member of the L. A. W., and presumably felt any interest in its well-being, I might point out that its ex-Sec.-Editor was retained in office for a long time after a much graver fault had been fully acknowledged by him, and no one seems to consider this as reflecting on the L. A. W. as a body. Not that faulty management in one organization excuses the same thing in another; by no means, but newspaper competition in England in the cycling line is fiercer than here, and every slip on the part of a contemporary is pounced on and made the most of by its rivals.

I consider that the heads of the C. T. C. can presumably be said to "know their business," and their endorsements of the *Gazette's* editor speaks volumes for him. So much for that. Now for more serious faults. What if the C. T. C. does sell breeches and badges? Are not the breeches noted for wearing well, and holding their color—a thing that cannot be claimed for our L. A. W. uniform? Is K. K. or any other rider constitutionally obliged to buy and wear those particular breeches? Or would he doom all riders to a steady diet of "white flannel and nickle-plate?" If an American wheelman considers that he receives sufficient value for his 75c. in the always interesting *Gazette*, and the privilege of wearing a serviceable cloth, who is to say him nay? Certainly I should never think of preventing him, or letting the command of vigorous English run away with me, because he chose so to do.

People might call me foolish in investing a dollar, over a year ago, in a book that has not yet seen the light, and has the rainbow-like quality of always being a little further ahead—but my faith in its ultimate appearance holds good, and I look to get my money's value.

Possibly my friend K. K. thinks by his recent letters to counteract any advertisement he may have given the C. T. C. in the above-mentioned work, but I would respectfully suggest that he embody them in an appendix, or supplementary chapter, and thus ensure their being read by all subscribers—English as well as American. Who knows but sweeping reform of any abuses at present existing in literary circles in England might follow. Surely, one's philanthropy should not be wholly confined to American wheelmen. As Spring draws near, the results of long-continued literary work and lack of exercise begin to show themselves, and we—not speaking editorially—find ourselves dyspeptic. In the interests of good-nature, I would suggest to K. K. that he unhitch "234 Jr.," and gallop him up and

down the nearest boulevard for an hour or two daily. If this prescription be faithfully followed, I predict that this rider takes a broader and more good-natured view of the doings of all mankind, including the vagaries of his friend.

"L. B. G., of Minneapolis."

April 12, 1887.

SPOKES.

Mr. H. E. Ducker was in Gotham last week.

Woodside has established a five-mile record for Ireland, viz: 14 m. 47 1-5 s.

The Indiana Division will hold its annual meeting, May 19th, at the Bates House, Indianapolis, Indiana.

Mr. J. A. R. Underwood, has left the cycle business permanently, and opened a drug store at Rockland, Mass.

The Chicago and Northwestern R. R., has at last agreed to carry wheels free. It took four years to get this result.

W. I. Harris was in Brooklyn last week, with the Boston Base Ball Club. It is said that W. I. is the Mascot of the club, and attends every game it plays.

HOTELS AT ST. LOUIS.—Rates to wheelmen:—Lindell Hotel, Sixth and Washington avenues, \$2.50 per day. Hotel Barnum, opposite Lindell, 75 cents per day.

The newly elected officers of the Kings County Whelmen gave a dinner to the club members at Dillard's last Sunday evening, directly after the Stevens' lecture.

St. Louis Wheelmen are making preparations to repeat their illuminated parade of last Fall. It will be given in connection with the annual Autumnal city festivities.

The weather took a most amusing turn last Sunday night. The weather clerk acted like a man in a strange bath-room and turned on "snow and sleet" instead of "warmth and sunshine."

RATES TO THE LEAGUE MEET.—The railroad rates from all points West of St. Louis to St. Louis, is one fare for the round trip; from all points east of St. Louis, one fare and a third for the round trip.

Mr. E. M. Aaron has written the following interesting letter to the Chairman of the L. A. W. Membership Committee: "Sir,—I hereby resign my membership in the League of American Wheelmen. Yours etc. E. M. Aaron."

AN ELEPHANT MAKING A TRACK.—The operations at Aston Lower Grounds, in connection with the new surface of the track, are being materially assisted by an elephant, which is employed to drag an enormous roller.—*Bi. News.*

Mr. H. J. Hall, Jr., has opened a cycling depot at 1170 1/2 Bedford Avenue, Brooklyn. The "Star" will be the principal wheel handled, but a repairing, second-hand and storage business will be done. Mr. Hall has secured a repairer direct from the Rudge factory and he will doubtless give eminent satisfaction.

We have received a copy of the *Oregon Cyclist*, a paper edited and proprietored by Mr. Fred. T. Merrill. It is well printed, and contains much interesting matter. The editor is original in at least two things. He has stamped his profile on the heading of the paper, and has failed to tell us whether the *O. C.* is a daily or a yearly, at least, a casual search fails to reveal this information.

The "Association" Racket is one of the latest models introduced. The perfect curve of the frame insures a strength not possessed by any racket presenting angles or straight lines in the head, and permits tighter stringing than heretofore attained. The gut used is made in England, and, judging from appearances, is of much finer quality than any heretofore used. The style of finish is also new, and the general appearance is light and graceful.

The Risido cigar is meeting with extraordinary success. It is just the thing wheelmen are looking for. It is useless to smoke a costly imported cigar while riding, as the wind created by the pace burns half of it up. The Risido, however, costs only five cents, and yet is a first class cigar. The secret of its success is that the profits of the retailer are reduced, and the money thus gained is put into the cigar. Ask for the Risido, and give it a trial.

A Chicago man writes: "You must not miss the St. Louis Meet. We will fill you up fuller'n a goat. That is the kind of a crowd they are. No monkey business about them fellers. They live for fun, and don't waste no time talking. It is going to be a holy terror, and don't you allow it to escape you. It will be full of unique things, and you will have to keep moving every minute you are there."

Messrs. Schwalbach & Willdig are busily preparing their place for their grand opening, to take place to-morrow, Saturday evening, from eight to ten. All wheelmen and would-be-wheelmen are invited. The opening will consist of a feed, including beer, *ad infinitum*, athletic and musical entertainment, and an informal programme of amusement. Greek fire will be burned in front of their store, and that part of Brooklyn in the vicinity of the Plaza will be crimsoned, generally.

We wish to assure our contemporary, the *Bicycling News*, that it is not true that "the election of Abbot Bassett, as Secretary-Editor L. A. W.," practically puts the League and the League organ under the thumb of Colonel Pope, of "Columbia fame." Colonel Pope, you know, is "sum punkin'" in these United States, and there are always a number of goslings ready to peck at each swan in the pond. The number of schemes with which the Colonel has been credited, would have surprised the good man, had he known of them.

L. A. W. FINANCIAL STATEMENT.

Cash balance, March 31.....	\$2744.38
Accounts receivable from advertising, March 31.....	3872.29
	—————\$6616.67
Amounts owing Divisions, March 31.....	4352.58
Other accounts payable including printing, for the month, etc.....	1300.08
	—————\$5652.66
	—————\$964.01

Mr. Jno. A. Wells, of Philadelphia, gave us a call last Tuesday. We found Mr. Wells looking jovial, notwithstanding the lively time he has been having lately. We suggested to him a call on Mr. Harris, but he did not seem imbued with that eagerness that one would expect. When approached as to the identity of the "Colonel" he simply said, "Prial won't guess within a day's march, and I'll bet on it."—*Bi. World.*

We had not intended to guess; simply to give the man's name. We should have done so, had we the time and inclination to defend a libel suit. We are glad to learn, by the way, that Mr. Wells is looking "jovial." Must be quite a new thing for him.

According to *The Echo*, a bicycle belong to a European gentleman at South Mahratta station has kindled such envious feelings in the breast of a native student in the local High School, that the latter has written the European the following imploring epistle:—"Most Respected Sir,—I fall at your feet, if you please, save my life and make me happy. I have the strongest desire to have the bicycle to ride on. Through the contemplation, I have neither slept day or night. I have been reduced to half, and if I continue the same course I do not know what my fate will be. I have no money to buy it. Piety has never become fruitless, and so the generosity. Your honor should not think that you present me only a bicycle worth of nine rupees, but my life, which will perhaps serve your honor for your life. Now I have become like a helpless sick person and you a doctor. If you give me medicine I shall recover, otherwise not. God will be pleased with you, which is necessary for a man to be happy. Let your great, kind, and noble mind order your generous hands to present this miserable man with your most beautiful bicycle."—*Bicycling News.*

The Rudge Roadster, which is one of the specialties of the year, only differs from the Rudge Light Roadster in the matter of wheels and pedals. At the price of \$105 for a 50 inch, it should recommend itself to the eye of all intending purchasers of a good reliable wheel.

"T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts."

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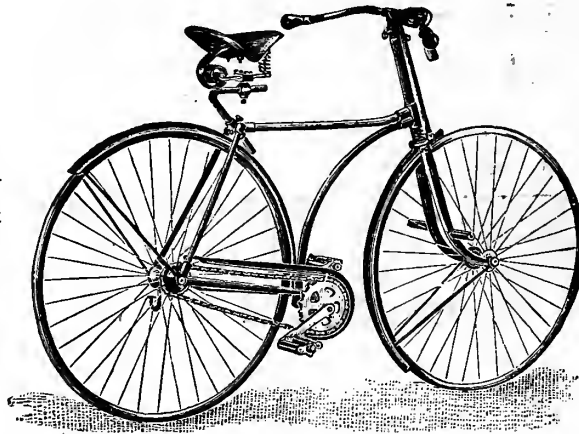
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SINGER CYCLES.

The Apollo

Is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price 50 inch, \$135.00.



Apollo Safety.

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Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

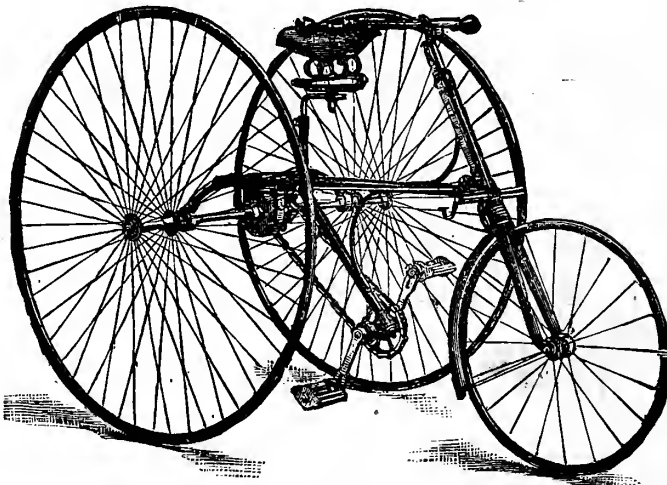
S. S. S. Tricycles

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—AND—

TANDEMS.

See these wheels before buying. They embody new features, which are worth considering.



S. S. S. Tricycle, No. 1.

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Southern Department.

N. L. COLLAMER, Editor,

ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

Our idea of a Hare and Hound chase, of which we published a fictitious account in the *Bi. World* last Fall, has done good work. It will appear, from the Washington letter of this issue, that a Hunt is shortly to come off in Washington. We trust the Capital Club will accept the challenge the Wheelmen contemplate sending them.

The prospectus of our Tour from Philadelphia to Staunton is out, and will be sent to any applicant. Everything points to the success of this project, but we will yet be able to accommodate many more on the list. Send on your names.

WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

The Capital Club visited Forest Glen last Sunday; the Cycle, Rockville; and the Wheelmen, Ashton. I have not heard where our new club went.

I understand the Wheelmen contemplate challenging the Capitals to a Hare and Hound chase, to take place shortly, and that they will appoint a Committee to wait upon that club, and perfect arrangements, if the challenge is accepted. The route for the chase has not been decided upon.

The New Rapid machines are booming up. Several new mounts of this make are seen on our streets, and more are looked for in the near future.

Four members of the Cycle Club—Pettigill, Fishback, Stearns, and Barrington—rode to Harper's Ferry recently.

Several new recruits among the wheelmen are added to the list of photographic enthusiasts. I see new cameras daily, and more bike photos than I know what to do with are shoved at me every week. Lamb's, of the Wheelmen, are good, but the smile on Collamer's face therein is truly a "broad" grin.

The weather (don't cry "Chestnuts") is fine. April showers have not set in as yet, and the cool pleasant days that this month has so far given us, has afforded much opportunity for riding. You can wager we've not been backward about taking advantage of it.

There is a coon in the city who has contrived a novel machine. Imagine a platform about 3 by 8, a cranked rear axle with cart-wheels keyed on either end, a front axle with

cart-wheels ditto, steered by a handle-bar, and surmounting all, a 6 foot 6 nigger, kicking a dreadfully long stroke, perched high up in the air on a soap-box nailed to the platform. This spectacle may be seen any evening tearing up and down Pennsylvania avenue, with from one to four passengers seated at either end, the whole crowd half-drunk, cheering and smoking. The spectators and the "cheesers" laugh at the sight, the darkey charges his dime per trip and makes a good thing out of it; the riders enjoy the novelty, but alas, cycling is sadly disgraced. Our colored men's bicycle club is a quiet, orderly, body of wheelmen, who enjoy themselves in their own company after the manner of their lighter complexioned friends of the wheel, and we encourage them rather than otherwise; but this travelling hippodrome is a mockery and an eye-sore.

Nothing has been heard of the Committee on the Meet proposed to be held here during the Drill. I hope it has not fossilized. I understand a great many wheelmen will visit our city at that time, and surely we ought to do something to celebrate. Such a chance for a meet, and such a city as we have to give it in are things seldom found.

By the time this letter is published, the result of the late League election will be known. Washington awaits the announcement with keen interest. Don't delay the tidings, you who have news to give.

The Capital Club will give a reception and dance at the Rifles' Armory April 26th.

WHITE HOUSE.

CRESCENT CITY CRUMBS.

[REGULAR CORRESPONDENCE.]

At the regular meeting of the New Orleans Bicycle Club held 13th inst, the motion to make League membership no longer compulsory was brought up and after a lengthy and stormy discussion, in which everyone present became sadly muddled, the matter was laid over until the meeting next month when it will again be trundled out to afford the boys another opportunity to spout forth their fiery eloquence.

The Olympian Club, a recent out-door organization of this city, has issued its programme of inaugural events. A one mile bicycle race is "on the list" and several of our scorchers will enter, but methinks the race will be for the second prize. Guillotte says he is going in, and that means first place for Guillotte. No date has yet been decided on, but it will be made public in a short while.

Mr. George Varrellman, of the New York Ixions, was among recent visitors to this "neck of the woods."

Weather beautiful, roads good, news items scarce. Bt.

KENTUCKY NOTINGS.

[REGULAR CORRESPONDENCE.]

More trouble with the road-hog is reported. Charles Croninger was assaulted last Wednesday by the same man, Hand, who ran him down about two weeks ago, and Hand chased and stoned Croninger until out of sight. Something will have to be done for this thing. It is going too far. There were no witnesses to the last affair, except a fellow who was with Hand in his wagon, and who, of course, would swear to anything that prejudiced the wheelmen unfavorably.

The local club should take some decisive action in the matter. Announce in the pub-

lic press a boycott on the wares sold by Hand, viz. milk, and do your best to get even with him. Swearing out warrants for such people simply affords them amusement, and the enlightened magistrate always decides against the man who is best able to pay the fees.

Croninger has either a neat case or else he won't fight, for it seems that he is the only one in the club that gets into trouble.

If Col. John Macadam, that respectable old '49er who invented pikes, could see some of the 5 by 9 chunks of soft limestone being put on the pikes about here, it is likely he would shed tears of regret, and dust for the mountains.

On the 16th of April the raffle for the Victor bicycle, promoted by the Kenton Wheel Club, took place. It is not known at the time of writing this who has won the prize, but somebody is happy over a new wheel. Nearly 200 chances at \$1 each were sold.

Large numbers of riders enjoyed Easter Sunday awheel and a fairer day could not have been wished for.

Hamilton, Ohio, was visited by several of the Brightons, Kentons and Avondales, while the old Walton Ky. run was perambulated by a number.

They claim to have discovered oil dam in Boone County Ky., and near a pike, too; yet no wheelman has ventured down. Go to Hebron.

It seems to your scribe that somebody 'round here ought to wake up on the subject of going to the League meet. Ask any man about town if he is going to St. Louis and the general answer is either "No," or "Hadn't thought about it." The time is short and plans had better be forthcoming.

There is a man in Cincinnati who cavorts proudly around on a Humber safety. It is the first one seen in these parts.

Cynthiana Ky. has two tandems, several tricycles, and bicycles innumerable. Cycling is booming down there.

NORB.

ARKANSAW ANTICS.

[REGULAR CORRESPONDENCE.]

At last I can announce the birth of a new club for our state. Gentlemen, allow me to present to you the Pine Bluff Wheelmen. This club made its debut on March 18th with the following charter members. G. E. Greenfield, President; Ben. McCannon, Vice-President; Frank Fergus, Sec'y-Treas.; Lawrence O. Knox, Captain; Jos. P. Angell, Jno. Shelton and Robert Clegg. The young club is in a flourishing condition, with lots of enthusiasm, and promises to be a large one in the near future.

Nine wheelmen are now in town with two more on the way and several others contemplated. Singer's Apollo, Victor, New Mail, Premier and Columbia are represented. Everybody is wild over cycling, and even the "coons" talk of a club. Several boot-blacks clubbed together recently and purchased a second-hand wheel, paying \$25.00 down.

The "boys" are looking forward with considerable interest to the coming races, which are to take place on the 19th, but only a few will take part, as the majority of our men are yet young in cycling affairs.

The Citizens' Street Railway Company are preparing a four lap track of cinders at the Fair Grounds, which they have kindly placed at the disposal of the club, free of charge.

As yet, the new club, has no regular uniform, banner or colors, but these, with a club house, are things which will arrive with the future. Nearly all of the members will join the League, and if Florida doesn't watch sharp, we will have her again in '87 as we did in '86.

Any wheelman visiting the "City of Pines" will find a cordial welcome extended to him, for the members are as gentlemanly and hospitable as can be found anywhere. Visitors never lack for attention.

S. G. SMITH.

HARRISONBURG, VA. NOTICE.

A run will be taken by the Harrisonburg, Va. and Valley Wheelmen on May 12, 1887, to the New Market Endless Caverns, and a hearty invitation is extended to all wheelmen to join us on our May run. The Caverns will be illuminated and the admission will be 50 cents each. Lunch will be served on the grounds by the proprietors of the caverns at a low price. Now wheelmen, turn out and we shall promise a good time to all, and show you one of Nature's beautiful wonders. The wheelmen from Harrisonburg will start promptly at 7 a. m. and reach the Caverns at about 10 a. m.

COMMITTEE.

STAMFORD, CONN., NOTES.

Latest Spring for years, is the verdict about here, and less wheeling in March than ever known. One Facile has been ridden all Winter but thirteen days, and several others quite often, through the season of discontent, but the general run of cycles are just being brought out and dusted off. Five of the safe ones went on a run to New Canaan, the other day, and a couple of ordinaries went to Norwalk, and some of the way there was so much sand the men could neither ride Norwalk!—Beg pardon.

Our paveless streets are much the same as last year, only more so, as the new street car tracks afford a new variety of header not down on the bills last season, and the cobble-gemmed gravel and soft dirt gets in its work in a very aggressively effective way.

"Captain Will" has taken to Crippler tri., for a while to let his 54 inch have a rest. The whole set of town officers ought to have a(r)rest for sinking \$100,000 in a sewer that is doubtful, and leaving the street surfaces in such a condition.

Some canine nuisances in this region are to be sent to the happy hunting grounds as soon as our Secretary can get time to "di-dog-nose" their cases. (This is a supposable medico-greeko-latin-term, but is said to be very satisfactory in actual practice!)

Sound Beach, the suburb where ye scribe is permitted to reside, has better roads and scenery than any in the vicinity of Stamford, and the wheeling is several hundred per cent. better than that in full nicked Stamford.

A case of a cycling outfitter recovering from a severe illness is little less than a "survival of the fittest."

It's denied now, that because a man writes upon wheel subjects, he is necessarily a wheelwright-er, or knows anything of the construction of cart wheels.

We have already planned to see the beauties of Cape Ann, on the way to the capture of Bunker Hill, and to call upon all the good and great men at the Hub of the universe. Most of this is to be done during the smiling month of May, which, in this latitude, is about the best of the year for the ingathering of cycling joys.

A few of our butterfly riders have had the "heft" of the vaseline wiped off their long unused mounts, and come out to daylight again, but the March winds prove too much for the majority of them, and next month will lure 'em out for sure, if they can the heat endure.

Tidings from Greenwich intimate that the "Leisure Hour Wheel Club" is getting inform (ation) for and about the roads "twixt thar' an' Danbury." Our greeting to President Reynolds!

There is just the glimmer of a chance that "the word Painter" of one of our clubs will go touring to Europe this Summer. He is anticipatively ecstatic.

FACILE.

JONAH'S JERSEY JOTTINGS.

THE SOMERVILLE CYCLE CLUB. TRENTON NEWS. PASSAIC WHEELMEN. THE TEAM ROAD RACE.

As the season advances over here in Jersey, the hum of preparation grows louder, and the signs of the biggest bicycle boom so far recorded on the pages of wheel history thicken. New clubs are being formed, and the great hoide of the unattached is flocking to the standards of those already on a solid footing. Earnest canvassing is being done, and the result is shown in increased membership and long lists of candidates on the bulletin boards. Wheelmen, manufacturers, and agents have every reason to prophesy the booming season they do. Here is a chance, Mr. Editor, for you to get in your great [R. I. P. Ed.] act; but, all the same, we do not propose to "rest in peace" over here in Jersey, nor let well enough alone either. We are working hard all over the State to advance the interests of the wheel, and we are proud that in proportion to her population, New Jersey has now more League members than any State in the Union. I know, dear WHEEL, you are heart and soul with us in our efforts, and that, though your ears may even thus early be aware with the "Songs of Spring" until you would fain bury them all in the trash-basket with the epitaph [R. I. P. Ed.], you will not tire of hearing the story of wheel progress, that each Spring brings, and will be ready to say in your favorite dead lingo "*Esto haec historia perpetua.*"

I had a chat with Captain W. H. K. Davey, of the Somerset Wheelmen, on Saturday, about wheel matters in and around Somerville. "The Somerset Wheelmen," he said "were recently organized with a membership of twenty-one. We had a sort of *quasi* existence before this; but now we have adopted a Constitution and By-laws, decided upon a uniform, and expect to become a League club. We have elected the following officers: J. S. Frelinghuysen, Pres.; F. McCaughy, Vice-Pres.; John Van Eps, Treas.; P. V. Bergen, 1st Lieut.; W. P. Pool, Color-Bearer; and C. Van Derven, Bugler. I am Secretary and Captain—at your service. We expect soon to rent a three room cottage on Main street, and fit it up as a club house.

The roads are in excellent condition, and considerable wheeling has been done already. The club has offered a special medal for the first man covering 500 miles from the first of April, and one for the biggest mileage during the season. In July we will have a four mile race over the hilliest and roughest road in our section, which we will probably be thrown open to all, that the rough riders may test their relative capabilities."

Secretary Robert V. Whitehead, of the Trenton Bi. Club, in response to my request, has very kindly sent me some wheel news from the State capital. He says: "Our meeting for the annual election of officers was held April 6, and was well attended. Our officers for the coming year will be: C. T. Sutphen, Pres.; F. H. Robinson, Vice-Pres.; Robt. V. Whitehead, Secretary; Dr. Jesse Godley, Treas.; W. M. Crozer, Capt.; F. H. Robinson, Lieutenant; Robt. V. Whitehead, Bugler; H. F. Whitehead, Color-Bearer; C. T. Sutphen, B. S. Rose and W. M. Crozer, Trustees. After this meeting the club partook of its annual supper, when plans for the coming season, and experiences of past years were discussed by a number of very enthusiastic wheelmen. Although Trenton is a city of miserably paved streets, and is the centre of a poor riding district, the number of wheelmen is increasing, and we look forward to a very prosperous season in club affairs. We have excellent headquarters at 26 E. State street, where we are always most happy to entertain our friends. Our membership is larger than ever. We have a number of very handsome new wheels, and are looking forward to several more as soon as they can be delivered by the manufacturers. From several short runs the boys report the roads in first class condition. The subject of daily conversation at the rooms is the coming annual club run, which will take place on Decoration Day through the Oranges, and from present indications will be well attended. The St. Louis meet is also being talked of, and will probably be attended by some of our members." Thanks, brother Trenton, your favor is appreciated. Would that other Secretaries would do me a like one, that

the doings of all in which we Jersey men take such real interest, may be known by us and thus increase the fraternity of the wheel throughout the State.

January, February and March have been such hard months, that unless we have a compensatory openness in November and December, the 1887 road records of the mileage fiends will suffer. As compared with last year, Captain Martin, of the E. W., reports a great shrinkage in scores. D. B. Bonnett, the winner of last year's distance prize, is again far in the lead, for, notwithstanding the unfavorable weather, he has covered not very far from 1,000 miles up to date, and still he devotes no more time to the wheel, than formerly he did to the horse, in the course of business and reasonable recreation.

The Passaic Wheelmen will, no doubt, do some big road riding this year, as very handsome prizes are offered to all those covering over 3,000 miles. Some fifteen members of this club attended the Stevens lecture, remained overnight in Brooklyn, and wheeled Tarrytownwards the next day. At least they were to, and with newspaper license I take it as granted they did.

The Wesleyan College Glee Club gave a concert at the Temple Opera House, Elizabeth, last Wednesday, for the benefit of the University Football Association and the Elizabeth Wheelmen Building Fund. Owing to the competition of other rival local musical attractions, the audience was only fair sized. The stage was set with a very pretty parlor scene, and elaborately furnished; while the body of the house presented a very brilliant appearance, as many of the ladies and gentlemen were in evening dress, in readiness to attend the reception tendered the college boys by the wheelmen after the concert. The clubhouse will be completed by May 10, and a cosy little shanty it promises to be, although interior fittings of anything more than a very simple character will have to depend on the gradual accumulations in the treasury. The dues of the club are very small, and it is the policy of the trustees to keep the membership fees low enough to appeal to all wheelmen.

The Rutherford Wheelmen, I am told, have announced their intention to enter a team in the Decoration Day road race. This is good news; for on the Irvington-Milburn road there is room enough for them all, and the more the merrier. It looks now as though we were to have from 32 to 40 starters. By the way, I am disappointed to learn from your Orange correspondent that the O. W. will probably not enter a team, after all. He is in a position to know better than I am, though a prominent member of the club was my authority for the statement. With such crack riders as the Wanderers already have, to say nothing of their recent acquisitions from their consolidation with the East Orange boys, they should go in to help Jersey bring back the cup from across the two rivers.

Another road racing association, this time up in Rhode Island? Perhaps my heart's desire for a national road racing league may be realized after all.

Rumors of a handsome club-house, to be erected by the Atalanta Wheelmen, in Newark, later in the season, reach my ears. With such energetic rivals in the field, the N. J. W., the N. C. W. and the Essex will have to look out for their laurels.

Captain Martin has added another to the future candidates for E. W. membership. This one will wear skirts and ride a tricycle. If blood counts for anything, the three little Browns, two little Martins and one little Hutchinson should develop into scorchers of high degree, and blood will tell—*par example* Bonnett, father and son, though in this case the father follows in the footsteps of the son rather than the natural reverse. Then there is Trustee Clirehugh's eight year old boy, whom I have seen cover his thirty and forty miles a day and cry for more. [Oh! Ed.]

JONAH.

The New Rapid bicycle and the Quadrant tricycle, both on exhibition at the New York Bicycle Co.'s salesrooms, are attracting much attention.

HARLEM WHEELMEN NOTES.

The prospects of the Harlem Wheelmen for the coming season are quite promising, as the members are riding more enthusiastically than ever before. A party of fifteen left the house on Sunday, and were photographed on Riverdale Hill, by Mr. Harry Cochrane, a member of the club. The proof is anxiously looked for.

Rumor has it that the Harlem Wheelmen, not satisfied with the room gained by the recent addition to their club house, contemplate securing the house adjoining, and turning the two buildings into one, thus gaining enough accommodation, for a few years, at least.

The Harlem Wheelmen have decided to admit lady riders to associate membership, limiting the number to one-third of the regular wheeling membership. Mrs. Elliot Mason and several other ladies have already applied for admission under the new rule.

Captain Halstead has succeeded in mastering the Star. Some of our recent Star converts have returned to their old loves, not finding them suited to their powers.

The initials "H. W." will soon disappear from our uniform, to be replaced by "Harlem," in rolled gold plate. King Solomon, the Queen of Sheba, and the Lily of the Field will have to sneak into a corner when it comes to a mere matter of glory.

D. E. RICK.

FROM THE ORANGES.

I am sorry to have to correct "Jonah's" statement about the condition of the macadam here; but the truth is that it is not up to our usual standard, though the light rains recently have tended to improve it.

As I stated before, the laying of sewer pipes throughout East Orange is to be completed this Spring, and, consequently, there will be at least one or two streets unrideable all the time. Gangs of workmen are now on Prospect and Dodd streets, completely obstructing them.

Repairs have been made on some of the streets where the pipes were laid last Fall, and top dressings are to be put on by the town as fast as circumstances permit.

Side paths and dirt roads are getting into shape very slowly. Last year they were well settled at this time.

Your correspondent, "S. Tar," is evidently displeased at a few remarks I made about Dr. Kinch's nomination for Chief-Consul by the Union Co. Wheelmen. I said nothing that reflected on anybody. The fact, nevertheless remains, that Dr. Kinch's nomination appeared in the same number of the *Bulletin* as the regular ticket nominated by the committee (Mch. 18, page 229.)

The new Victor is a handsomer wheel than its predecessors. Mr. Johnson, the New Jersey agent, has already sold a number, and is himself riding a nickel 56 inch. He has just received his first invoice of Humbers.

The Wanderers' Club runs begin to-morrow, when the Bicycle Division will go to Irvington and Milburn, and cover the Team Road Racing Association's course. The first club meeting in the new rooms was held on Wednesday night, and several new members were elected.

5678.

The many advantages of the Rudge Humber Tandem in point of ease of running, strongly recommend it to intending purchasers of a double tricycle.

PITTSBURGH NOTES.

Since my last, nothing new has arisen in regard to our quarter mile track, the meeting called for April 11th not proving a success; but there is a good prospect of our having the track by the last of May, and a Spring meeting is talked of for June.

A sample of the new League cloth was given a severe test by a local tailor a few days ago, and he pronounced the color perfectly fast. Every one who saw the sample admired both shade and quality. The "two weeks" rule of making up suits is most excellent.

A new style geared "Star" bicycle—42in. geared to 51in.—made for the agent here, is being shown, and creates much favorable comment. The forward vertical stay is done away with, and the hinged end of the lever is fastened directly to the frame, with ball bearings added, making a very neat and strong finish.

Our Keystone Club will probably make a two days' tour along the Lake Shore road to Chautauqua on May 29 and 30. The touring committee have the matter in charge, and seem to favor that route.

KEYSTONE.

PHILADELPHIA POINTERS.

The *Press* cycle fiend is after me with a pointed timber, for giving too sombre a tint to things Philadelphian, and sighs "for a correspondent who will use other tints." Now I had an idea that I was giving the most roseate hues to cycling matters in this section; but, it may be that his views of the "rosy" and mine are different; or it may be that he did not read straight; or perchance his digestion is not good. At any rate, he says, in the last Sunday's issue of the great *Farm*—beg pardon, I mean *Home Journal*, that Dixey "seems to think, that if Gideon refuses to race this season we are hopelessly and everlastingly left," etc. This "seems" is well put, as it must of course refer to his own opinion alone; but, if he will reread my letter carefully, he will see that I mildly remarked in the way of items, that Mr. G., in accordance with his custom of past years, has declared his intention not to race—a declaration which he has invariably rescinded later on. As I am a friend of Gid's, (and this is doubtless enough to forever blast me in the eyes of the *Press* correspondent,) I sincerely hope that he will have the courage this year to stick to his purpose. He has little or nothing to gain by racing at home, as he has in the past six years beaten on the path every native Philadelphia rider with whom he has raced, including the present professionals, Woodside and Frazier—before they left the amateur ranks—and every time he goes away from home to race, he gets licked out of his boots.

I did say that Bart Keene was the best amateur we have, and I am willing to back my opinion, by betting the *Press* man a new hat, that the first time Keene and Richwine meet, that the latter, although a pretty good man, will have to take a back seat at any distance. I am not a racing man, but I do think well of myself when it comes to judging the merits of men whom I know as well as these two.

Morover, I am not altogether sure that the absolute and entire absence of races and racing men in our city, would be so conducive to outer darkness and utter despair, as depicted by the poor *Press* dyspeptic. There

is certainly more pleasure to be had in an easy run over good roads in jolly company—witness the weekly runs of the Penna. Club—than in the weeks of training, hard work, and nervous strain that must necessarily accompany every racing effort. A racing man told me only a few days ago, that the muscular effort and exertions of a race, were as nothing compared to the nervousness attendant on the anticipation of the race; that it is not at all infrequent for a racer to be unable to sleep for several nights before a contest. All strains of this kind therefore, are simply accepted drafts on the rider's constitution, to be cashed later in life, and when the funds are most needed.

The *Press* man likewise condemns Beckwith's removal of Aaron and Wells, and sets up a wail that the Penna. Club, with its hundred odd members, is entitled to at least one Representative. True enough; and if the *Press* had been "up with the *Times*," he might have discovered last week, that Mr. Isaac Elwell, of the Penna. Club, had been elected Representative. While most of us think that Beckwith might just as well have waited until the term had expired; at the same time, there is nothing like the amount of feeling on the subject that the *Press* man claims, as it is pretty generally admitted to be just, if unpleasant. I for one, don't believe that Mr. Aaron could have secured two-thirds of the vote of his own club under the circumstances, had he been nominated, despite the *Press* to the contrary, and I know there are many others in this city, who are beginning to take *cum grano salis*, anything which may appear in the cycling column of the paper in question. Certain it is, that the *Press* has been responsible for a great deal of the feeling, if feeling there was, between the large clubs, and it has in every case been practically a mirror of Mr. Aaron's position. So much so, that it is perhaps the lack of Mr. A.'s assistance in preparing his articles that the *Press* man mourns. He has placed us in more than one unfortunate position, and even members of his own club do not hesitate to condemn his correspondence as calculated to stir up strife and dissension among us.

There is a good bit of "*Press*" in this, but it is a plain statement of the facts that I have been promising myself, ever since I heard the end of the secretary business. And now in the interests of peace, harmony, and the good of the sport, for Heaven's sake some of you older men of the Pennsylvania Club whistle to him—call him off—or we shall be again mixed up in a broil with the Executive, that would be foolish as unnecessary.

DIXEY.

On Sunday, April 17th, the driver of a buggy deliberately attempted to run down Messrs. Reber and Kluge, while out riding in the Oranges. They called to the driver, but without avail, and they only escaped serious accident by expert manœuvring. Another gentleman, who happened to be driving by, chased the driver of the buggy, caught up with him, and stopped him, thus enabling the cyclists to come up with him. The would-be runner-down proved to be E. S. Lyon, a livery-stable keeper of Newark, against whom the wheelmen made a charge. On the day set for the trial, the man begged off so piteously that the wheelmen agreed not to press the charge. Doubtless, Mr. Lyon will give wheelmen a wide berth in the future.

THE KINGS COUNTY WHEELMEN'S NEW HOUSE.

EDITOR OF THE WHEEL: That the Kings County Wheelmen are to have a new club-house is a fact. It is to be on Bedford Ave., South of Fulton Street, facing Brevoort Place, will be four stories in height, with a front of brick, iron and terra-cotta, ornamented by a bay-window on the second and third stories, a covered balcony on the fourth, and surmounted by a tower and flagstaff. It will be 75 feet deep, 20 feet wide, between walls, and about 55 feet in height.

The arrangement of the interior is not fully decided upon, but will probably be as follows: Basement: two bowling alleys; first floor: wheel room and a room for the janitor; second floor: billiard room, card room, locker room and bath room; third floor: parlor, reading room, committee room and ladies' room; fourth floor: gymnasium and members' private rooms.

The building will be heated by steam, supplied with hot and cold water, and will be wired for electric lights, by which method it will be lighted if pending plans can be carried out successfully.

The club's new officers and trustees, elected on the 17 of March, went to work energetically, and in less than three weeks submitted to, and secured the club's approval of their plans. Their ready action has allayed whatever feeling may have existed among a few of the men whose "ticket" failed to meet the approval of a large majority of the club's members, at the recent election.

Five members resigned at the last meeting, but their places were immediately supplied by as many propositions for membership, and several others will be offered at the next meeting.

The club is stronger to-day than it ever was, and its future is not doubtful. With its new building, and its energetic officers, and a membership in hearty accord with them, it will maintain its present position as the representative club of the city.

Before your next issue I expect to be able to give you full particulars about the interior arrangement of the building. The erection, will be begun at once and be pushed to speedy completion.

PREX.

UP ALBANY WAY.

THE KNEE-BREECHES MOVEMENT.

In canvassing for votes during the late League election it was my good fortune to make two visits to Troy, our sister city, where I found the interest in League affairs and cycling generally at a fierce heat, particularly at the B. C. Club's headquarters, where they have everything desirable for social and athletic enjoyment. This club polled a large vote for Ira Coon, one of their members, and if he is elected, a new interest will be awakened in that section, where heretofore the L. A. W. has been held in great contempt.

Last Sunday, several of the Wheelmen were seen upon the plank road enjoying the first ride of the season, the planks being in very fair condition for this time of the year, the roads still being unridable.

The knee breeches movement is bound to be a success, as will be seen by the enclosed clipping from the *Argus*:

"Contrary to the expectation of those who predicted an absolute and unqualified failure of the movement to introduce knee-breeches as an ordinary garment for street wear, it is now stated by one who ought to know, that the proposed reform has survived the adverse criticism and active opposition of those who were actuated by no higher motives than a mere desire to see the triumph of their own personal views, and is about to become an accomplished fact. A large number of responses have been secured through the medium of the circulars issued to those who were known to be in favor of the movement, endorsing heartily the steps that have been taken, and pledging their active support and co-operation over their signatures. A very much larger number, who are not willing to assist in the initial demonstration, have voluntarily expressed intentions of following the mode if once established. Many gentlemen have already purchased these garments, and will begin to wear them some time in May. It is generally conceded that altogether too much weight has been attached to the apparent conspicuousness of appearing in a garment that has already been made popular and familiar on the streets by bicyclists, tennis players, tobogganists, etc. After a few days, very little curiosity

or attention will be attracted by an exponent of the dress reform. Mr. Joseph J. Price the well known State street grocer, who has been very enthusiastic on the subject, donned a new suit yesterday with knee breeches, and informed all his friends that 'they had come to stay.' There will be plenty to follow his example as soon as the weather will permit."

THE BROOKLYN BICYCLE CLUB.

The Brooklyn Bicycle Club, the oldest cycling organization in this city, was organized June 21, 1879, with six members. Cycling was then in its infancy, being looked upon by many who are now enthusiastic as a childish and short lived amusement, and for a long period the growth of the club was necessarily slow, because of the limited amount of material with which to build up a strong organization. But the lapse of eight years has made a remarkable change in the wheeling history of this country, and the cycle is every day becoming more popular as a practical means of locomotion from place to place, and as the most healthful and pleasant form of recreation for business men in every phase of life as well as ladies and children.

As has been the growth of cycling, so has been the growth of this club, steady, vigorous and substantial, always maintaining its high rank and standing among the oldest and most prominent clubs of the country. The present year finds us with a membership of nearly eighty, most comfortably housed in very cosy if not sufficiently commodious quarters, without a dollar of debt and a substantial treasury, a happy little community free from any factions, working together as a unit and ready for a strong pull, and a long pull up the hill to prosperity. While pre-eminently a riding club, social features are not forgotten, and our visiting brethren will always find a hearty welcome awaiting them at our club-house, No. 112 St. Felix street.

To those who are uninitiated in the pleasures of cycling we would say a few words. Most persons unfamiliar with the use of a wheel seem to have an idea that learning to ride a bicycle is synonymous to learning to walk the tight rope. Nothing is more absurd than this mistaken impression. The art of cycle riding is much more easily mastered than either tennis, base ball, foot-ball or many kindred sports which are generally supposed to be simplicity itself. An ordinary person of intelligence can master the wheel sufficiently well to enjoy it to a pleasurable degree after a few weeks' practice, while either of the other sports mentioned would require months of practice before one could come anyway near being proficient, and the two latter of the sports mentioned are far more dangerous than cycling. Speaking of the dangers of cycling, we would positively assert that they are greatly magnified. The proportion of accidents to cyclers in comparison to riders or drivers of horses, are greatly in favor of the cycle. In almost every instance, accidents to cyclers occur to the most experienced, and directly the result of sheer carelessness. If a cyclist does happen to get hurt, the report is printed in all the papers from Maine to California, and by the time it reaches the latter place, a few bruises have been magnified into a most terrible breaking and mashing of bone and tissue.

On the other hand the pleasures of cycling cannot be described. They must be enjoyed to be appreciated. Weary and worried after a day of toil, an hour's spin on your wheel invigorates every nerve, and leaves you fresh and invigorated. This may seem to you child's talk, but ask the business man who does this thing, and if you take no credence of his assertion, try it yourself and be convinced.

As to the distances that can be covered on a bicycle, they depend entirely on the endurance of the rider. An ordinary strong rider can cover his fifty miles a day and think nothing of it. The total mileage of the members of this club during the year 1886 was over 56,000 miles. One member covered over 8,000 miles and several from 3,000 to 5,000 miles. Two members covered over 205 miles in twenty-four hours, and fourteen covered 100 miles inside of fifteen hours. Can horse flesh eclipse these distances?

Every person, if they are not already, must soon be convinced that the bicycle is not a toy, but a practical road vehicle, and there are hundreds in this city whom, if they would familiarize themselves with its usefulness and health-giving qualities, would eat better, sleep better, and pay less to the doctor.

Thus briefly have we given you an insight to our club history and into the pleasures of cycling generally. We look with pleasure back to our early struggles, and cherish dearly the fact that we are

the pioneer club, organized by the pioneer wheelmen of this city, and we have yet to regret the day that initiated us individually and collectively into the mysteries and pleasures of cycling.

At the conclusion of the lecture Mr. Stevens will be pleased to receive all those who desire to meet him at the club-house, No. 112 St. Felix street.

BOON.

MONTREAL BICYCLE CLUB.

ANNUAL MEETING.—ELECTION OF OFFICERS.

The annual meeting of the Montreal Bicycle Club was held in the club house on Thursday evening, April 14, there being a very large attendance. The Secretary's report was satisfactory, the work done by the club being heavier than in any previous year. The management of the C. W. A. meet resulted in giving the finest bicycle meeting ever held in Canada. The mileage was not so heavy as in former years, which was accounted for by the association meeting, and also by the fact that September was very rainy, and in fact the whole season was not the best of wheeling. The financial standing of the club was good.

The election of officers resulted as follows:

President, J. D. Miller; 1st Vice-President, F. G. Gnaedinger; 2d Vice-President, J. T. Barlow; Secretary, R. F. Smith; Treasurer, R. Lloyd; Captain, H. Joyce; Lieutenants, J. L. Gnaedinger, E. W. Barlow; Bugler, J. T. Ostell; Committee, Louis Rubenstein, E. W. Barlow, A. L. Lane and J. L. Gnaedinger.

Following are the leaders in the mileage:

F. W. S. Crisp, 330; E. W. Barlow, 314; J. H. Robertson, 311; A. L. Lane, 301; J. Barlow, 299; H. Joyce, 294; Club mileage, 615; Average attendance, 12; Largest muster, 52.

CYCLING IN SOUTH AFRICA.

"I arrived at Capetown on 18th February, and after a couple of days went on to Grahamstown, about 600 miles to the east. Grahamstown is a very nice place—the more I see of it, the more I like it. I do not think I could possibly get a more comfortable place. The hills around Grahamstown are all low and rounded with deep wooded 'clofs' or valleys between them, and in the bottom a small stream. The south side is wooded, and the north has generally low bushes of thorny acacia, with four-inch thorns, which it is almost impossible to crush through. On Thursday, I went with a friend, in a Spring cart, to a place called Howison's Poort—a deep glen about six miles off. I brought the gun, but had no sport, except a couple of wood pigeons, and we saw one snake, but it immediately hid in the bushes. The lower part of Howison's Poort is very like the Dargle, only the trees are not so large, and there is less water. As to the road, it is considered a very good one here, but it is so rough, that if you leant against the back of the cart, you would be jolted to pieces. An Irish jaunting cart would turn over in the first quarter-mile, and as for a bicycle, you might as well try the Black Banks of Glenmalur, or the track up Mangertown. The average colonial road is merely a track worn by the bullock wagons, and is kept in order only by the feet of the bullocks and the wheels of the wagons. Every now and then, if a place becomes entirely too bad, and if the track cannot be moved to one side or the other, gravel, earth and stones, up to eight or ten inches in diameter, are laid on by the ton. Therefore, it is no wonder that sixteen or eighteen oxen are required for a cart carry 8,000 lbs. Just near the towns, the roads are taken care of, and are about equal to very bad Irish roads. In the towns, the roads are passably good. Near Capetown the roads are good, and only for the dust, would be equal to any I have seen. This is the only place I have seen with good roads, and they only extend for six or seven miles from the town. This is no exaggeration of the facts of the case. There is a bicycle club in Capetown, which seems to get on fairly well, but they cannot have long excursions, and can only ride in three or four directions, as Capetown has the sea on one side, and Table Mountain on the other. The club goes for rides twice a week, but I only saw two bicycles during my three days' stay. Port Elizabeth has a club, and a few fair roads (slightly worse than an Irish bad one). Grahamstown has three bicycles, of which I saw one, an old "Xtra," with the levers taken off, and a piece of iron tube about eight inches long let into the backbone and rivetted in.—*Irish C. and A.*

A QUEER ADVENTURE.

I feel some reluctance in committing to paper the following account of an adventure I once had whilst bicycling: firstly, because its connection with bicycling is only incidental, and secondly, because it is rather unusual, and people might think I was not strictly following the truth. To the second objection, however, I can refer any one who doubts my story to the landlord of the inn of which I shall speak later.

Two years ago last November I was travelling on a Rudge bicycle along the Portsmouth Road towards London. I left Portsmouth after breakfast, intending to put up for the night at Ripley—well enough known to all cyclists, at least by reputation. The roads were in capital condition for that time of the year, early November, and the day a lovely one; indeed, I think November a much maligned month. In the wild common land that one finds in Hampshire and Surrey, the difference of the seasons is not so marked as in many other places. Trees, except evergreen pines, are not plentiful, and the downs and commons look but a trifle browner than in Summer, so that as I was bowling merrily along, with a blue sky overhead and a good road underneath, I could forget that Winter was so near at hand and would soon enwrap with its snowy shroud this wild country of pine-clad hills and bleak downs.

I arrived at the Red Lion, a very old-fashioned hostelry, in time for tea, and concluded not to push on for Ripley but stay here for the night. After tea, seated before a blazing log fire in the old inn parlor, with a glass of something hot for myself and another for my host, we fell to talking about the state of trade, politics, and one thing or another, when I happened to remark that it must be a lovely place in Summer and Autumn, though perhaps even then it would seem desolate, but in Winter he would find it awfully dull.

"Well, there's no denying it, it's rather lonesome, but I've been here, man and boy, for over fifty years and have got to like the place, though some of the country around here is uncanny enough. Now, there's Snaggert's Hollow for instance; I wouldn't live in that place for a pension. Why not? why because the place is haunted. I see you don't believe it, but I do; not that I have ever seen the ghost—I've always tried to keep out of his way—but plenty of people around here have. It has been haunted now for a matter of seventy years, or thereabouts, by a sailor who was hanged for murder. People don't care to venture near the old farmhouse after night-fall, I can tell you. But I see you don't believe what I'm a telling you; think I'm a liar, may be."

I had smiled a superior supercilious smile of incredulity, which seemed to get the old fellow mad.

"I'll tell you what I'll do, young man," said my host, knocking the ashes out of his pipe and looking me full in the face: "I'll bet you five to one in holy crowns that you won't walk over and stay there alone for an hour." "Done," said I, and we shook hands on it. I had no sooner made the wager than I began to reflect what a fool I had made of myself, having to walk a couple of miles and sit all alone in a dreary house for an hour, when I might have been a good deal more comfortable where I was; but I couldn't very well draw back without showing the white feather, so I put on my hat, and, getting directions from the landlord, started on my journey. Heaven knows the place seemed weird enough to be haunted by fifty ghosts. Although the moon was somewhat obscured by clouds, I could make out the outlines of that curious circular valley that rejoices in the appropriate name of the Devil's Punchbowl. A mile ahead was a ridge, ending abruptly, and known as the Devil's Leap. Under shelter of this ridge was the house said to be haunted. I now wished, more than ever that I had not started on my fool's errand, but, bracing up courage, I tried the door, found that it was unfastened, and walked in. To my great amazement I found I was not alone, though the room was almost in total darkness, the shutters being closed, I could hear something that sounded like a tambourine being thrown about, and there were also sounds, as of heavy furniture being roughly moved.

I was about ready to sink with fright, when a stern voice exclaimed:

"Whoever you are who have disturbed this meeting, immediately return to your place within the circle, or I will not answer for the consequences."

Mechanically I moved towards the place where the voice proceeded from. I sank exhausted into a chair when my hands were at once grasped by some one.

"Where am I? What does this mean?" I asked, my faculties almost benumbed with a mysterious dread, for instinctively I felt myself in the presence of the supernatural, and an overpowering one took possession of me.

"I must insist on silence," said the same cold voice, and I felt constrained to obey. I was in no condition to critically examine my surroundings, even had I not been in almost total darkness, but I could make out that there were probably about six or eight persons about me, in a kind of horseshoe or semicircle, but no words were spoken. Presently, the noise caused by the furniture being thrown about ceased, and I discerned a faint bluish light, and as the light increased, it disclosed an ethereal-looking mass of drapery which soon developed into the semblance of a human form. The feet were bare and the hands held a smooth round stone, which emitted the blue phosphorescent light. The face was strikingly handsome, but had a look of great sadness. It was very pale, the eyes were dark, and black beard added impressiveness. The whole figure was draped and looked very much like an Arab. In response to inquiries from the leader the figure said:

"My name on earth was James Bristowe. You are the first mortal who has dared to hold communications with me, and you will be the last, for my attraction to this earth's sphere has long been weakening, and to-night, if you will assist me with your 'Vrill' or will-power, I leave it forever. You desire to know my story—it is a sad one: I was born at the village of Elstead, some three miles from here. I was a headstrong lad, and much against my parents' wishes ran off to sea, shipping as cabin boy on an East Indiaman. After having spent a few years roving from port to port I returned to visit my native village. In this house I first met her of whom I can hardly speak without emotion; not that Kate Lamonte (that was her name) was, strictly speaking, a beautiful girl, but her charming manner and clear gray eyes at once won my heart. I soon had to join my ship, but before doing so left her my affianced bride.

"At that time we were at war with France, and our ship had the ill fortune to be taken by one of the enemy's privateers. For three years, until the conclusion of the war, I was a prisoner. On my release, I hastened to my betrothed, and arrived in this very room one Winter's night, when, to my surprise, I found Kate and my cousin George here. To cut a long story short, it was another case of Enoch Arden. I was supposed by all to have been dead, and by resurrection now was very *mal apropos*. George had usurped my place in Kate's affections, and they had been married some weeks. Would that I had followed Enoch Arden's example and retired from the scene, but fate decreed otherwise. I met Kate and George, hard words were used, and my cousin used taunts which so completely maddened me that I struck him a heavy blow in the face; he seized an ax, but before he could use it, I drew a pistol and shot him dead. The sequel is sad enough. Kate's reason gave way under the strain, and I made no effort to escape justice, for I was tired of life, and soon ended it ignominiously on the gallows, thus paying a just penalty for my crime. But, alas, my punishment had just begun, for I found myself unable to enter the higher spheres, and have ever since been compelled to hover around the neighborhood of my crime, until I had fitted myself for further progress in the spirit world.

"Seventy long and weary years have passed away, and during that time I have been alone, wandering between heaven and earth, belonging to neither, seeing generations born, die, and pass beyond me in the spheres, but now I feel that my sins are forgiven, and I shall no longer trouble this house. I feel, even now, an attraction drawing me upwards. My friends, think as kindly as you can of an erring, suffering spirit, who now forever bids you farewell."

The figure, spirit, or whatever it was, grew fainter as the light it held diminished, and presently disappeared in darkness; then, after a short pause, we heard five distinct raps or knocks.

This, it seems, was the signal that the meeting was at an end, for some one present struck a match and lit a lamp, and I beheld a number of middle-aged and elderly gentlemen, who were apparently as much surprised to see me as I was to see them.

The solution of this mystery is this: These gentlemen were members of the well-known "Society for the Promotion of Scientific Study of

Hypnotism, Psychology and kindred subjects," and had come down from London, with the medium Guillaume Eglise, to hold a seance at this so-called haunted house. At this seance I had intruded, but in the confusion of the tables and chairs moving and tambourine playing, they supposed I was a member of their society. Furthermore, it transpired they were putting up at my inn, the Red Lion, and the landlord, knowing they would have a seance with the spiritualist medium, thought it would be a good joke to play off on me, to send me down to get scared out of my life. The house was thought, by the country folks, to be haunted, and the tale told by the *soi-disant* spirit agreed substantially with the local tradition.

I can only further add, that the remainder of the evening was passed very pleasantly with the "investigators," one of whom, by the way, was a fair billiard player. The seance, a full account of which appeared in the spiritualistic press, greatly enhanced the fame of the medium, M. Guillaume Eglise.

I had fairly won my bet, and, on starting the following morning, had a trifle to receive, instead of the usual bill to settle. T. I. B.

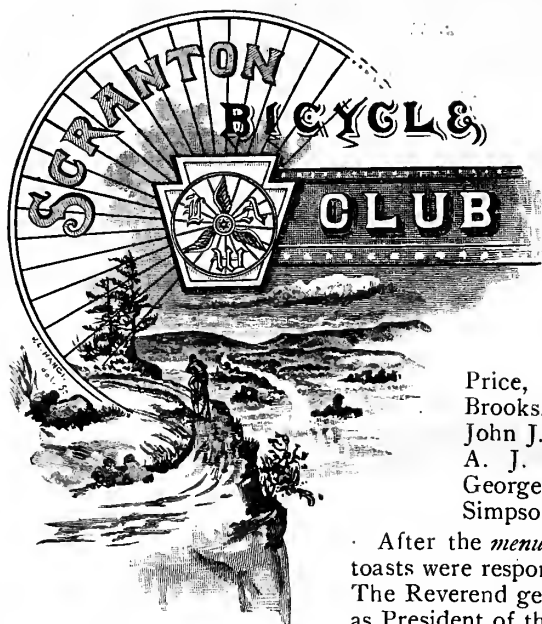
HEALTH PRECAUTIONS.

SOME SENSIBLE ADVICE.

The best safe-guard in this matter, is undoubtedly the proper attention to dress. Many men, especially beginners, who make up their minds to get a uniform by-and-by, commence their cycling efforts—in the beginner, by the way, more perspiration is induced than is the case with the expert—clothed in the cotton garments of everyday life. The least perspiration wets these garments through, and they rapidly cool if brought under any cooling influence, or if removed from the body, the contact then of the wet, cold garments, being most productive of colds and chills. The moral induced from this, is the care with which wollen garments should be worn next to the skin. Even in the warm days of Summer, wollen garments should be used. These may, of course, be thinner in Summer than in Winter, but the cyclist should eschew cotton as he would poison. Wollen clothes, while taking up all the moisture they come in contact with, retain the heat, and do not get cold and clammy, like cotton. This precaution taken—especially at this time of year, when one day may be warm as Summer, and the next cold as an icicle, with biting east winds—another point to be observed, is, that when the ride is finished or a dismount made, the rider should be particularly careful not to stand in a draught, or in the entry of an inn or stable yard; and we should advise all to carry a light wollen or silken wrap in the pocket, to put around the neck immediately after exercise is stopped. This, with the coat buttoned round, keeps the heat of the body in, and prevents the cold air getting down to it. Neglect of these precautions very frequently produces colds, which are in themselves slight, but which may lead to more serious results. Rheumatism, too, finds a willing ally in similar neglect of caution, and all who dread this insidious foe, should be particularly careful when cycling—even if it is but a half-mile spin—to see that due precaution is taken against overheating and sudden chilling of the blood.—*Cyclist*.

Stevensiana.—On Monday, Mr. Thomas Stevens received a very large and fine gold badge from the German Cyclists' Union. Stevens is now an honorary member of six clubs. A new club in Michigan has asked Mr. Stevens' permission to call themselves the "Stevens' Bicycle Club." The lectures at Scranton and Brooklyn were a decided success, and Mr. Stevens has already arranged the following dates: April 20th, Washington, D. C.; April 22d, Auburn, N. Y.; May 4th, Cleveland, Ohio.

Sundries of all sorts are a specialty of Messrs. Stoddard, Lovering and Co. for 1887, and attention is called to the merits of the Rudge Enamel, Lucas' "King of the Road," Lamps and everything novel and useful that the trade demands.



STEVENS AT SCRANTON.

Steven's lecture and reception at Scranton were decided successes. An artistic banquet card lies before us, and it is one of the prettiest things of the kind we have ever seen.

After the lecture, which was delivered to a large and enthusiastic audience, Mr. Stevens was tendered a banquet at "The Wyoming."

The Reception Committee were as follows: Citizens: Mayor E. Ripple, Colonel H. M. Boies, Colonel J. A. Price, Mr. T. H. Watts, and Mr. Reese G. Brooks. Bicyclists: Messrs. George A. Jessup, John J. Van Nort, Fred. C. Hand, F. B. Ward, A. J. Kolp, George Sanderson, F. D. Watts, George B. Jermy, C. J. Gillespie, and Harry P. Simpson.

After the *menu* had been successfully attacked, several toasts were responded to by Rev. Dr. Spencer, and others. The Reverend gentleman mentioned Mr. George A. Jessup as President of the L. A. W.

In conversation with a representative of THE WHEEL, Mr. Stevens expressed himself as highly gratified at his reception at Scranton. He thought the Rev. Spencer hit the nail on the head, when he advocated Mr. Jessup for the L. A. W. Presidency.

BROOKLYN NOTES.

As Thomas Stevens appeared upon the stage at the Academy of Music on the 16th inst, to face his first large audience, to many of those present it seemed like a transformation, to view him in a dress suit rather than in the knickerbockers, turbaned helmet and peculiar shoes which have shared his trials. Were it not for the debilitated companion of his great trip, which stood beside him in almost majestic silence, one could hardly have appreciated that he was listening to the man of determination who, while suffering hardships and indignities, had given us many moments of pleasure by drawing aside the veil and affording us brief glimpses of Eastern life. It was not until he had started to weave the web of his narratives, that one lost sight of the figure before him, and reverted to the illustrated letters received from the great traveler, descriptive of the very scenes he was picturing to us. From the moment he left San Francisco and began his apparently foolhardy trip, across the American continent, until he bade them good-bye at the foot of Yokohama, his audience were treated to the story of his joys and sufferings, his successes and reverses.

The entire affair, inclusive of the reception tendered him by the Brooklyn Bi. Club, passed off admirably. The house was well filled, the wheelmen gave him a rousing welcome, and the lecture was unmarred by the embarrassment so common to a first appearance.

The newly elected Board of Representatives consists of Messrs. Bridgman, Scwalbach and Loucks, K. C. W.; Greenman, I. B. C.; Barkman and Potter of the B. B. C.; Luscomb of the L. I. W. That over a dozen candidates were in the field was due to the facts that each club voted, as far as it voted solidly, a different ticket and that there were only two names upon every ticket. Five of the new members are on the present Board, the two "novices" being Messrs. Loucks and Greenman.

The announcement that the paths as well as the drives of the Park may be used by tricyclers at all hours of the day, has been

received with delight by the latter. Probably more solid enjoyment is derived from their use in the early summer mornings by those who appreciate the joys of a stroll awheel through the beauties and pleasant sounds of awakening nature, than the Park privileges can in any other way confer. This just discrimination between bicycles and tricycles, will add new charms to tricycling, and we may expect to see a tightening of its already strong grasp upon popular favor. The rule will act as a special boom to lady tricyclers, who may be disposed to take independent rides, as naturally they derive little pleasure from riding on the roadways when crowded with vehicles.

Most of the road committees of the clubs are preparing schedules of runs and tours from May 1st through the season. As usual at this period of the year, many extensive and distant tours are being mapped out, but if only the usual proportion of them fall through the amount of touring will be greatly increased over previous years. Many however, are holding back in anticipation that the New York Road Book will open new fields for exploration. The proposed encampment and State meet at Otsego Lake, has also fascinated some of us, and the particulars regarding some of them are anxiously waited. The expense and time necessary to take in the St. Louis meet, will prevent many from attending, but as these restrictions need not apply to the above mentioned encampment, its promoters feel justly confident of receiving a very substantial support from the members of the New York State Division. ALERT.

THE NASHVILLE-NIAGARA TOUR.

ADVANCE PROSPECTUS.

The writer, who is the instigator of the Niagara tour, has been chosen by the club to select the route and attend to all correspondence relating to same. We will start on the morning of July 4th, will proceed to Louisville by the way of Franklin, Ky., Bowling Green and Elizabethtown, to Cincinnati, via Lexington, Ky., then to Dayton, Springfield, and by the best route from

Springfield to Cleveland, thence to Erie, Buffalo and the Falls, where the tour will virtually be over. Some of the Party will probably wheel across N. Y. State to the Metropolis, while some think of trying a wheel through Canada to Detroit, and winding up at the Queen City of the West (Chicago) and return to Nashville by rail.

We have had nice wheeling here since Jan. 1st; the roads are all in fine condition, and from all prospects wheeling will be on a boom here this summer. The writer will keep notes of the Niagara tour and write up the trip on his return home.

J. CLAY COMBS.

ODDS AND ENDS.

Mr. E. K. Austin, has removed from 55 Hart street, Brooklyn, to Flatbush, L. I., which will be his future address.

Correct for Once.—F. P. Prial, a gentleman prominent (Ah! Ed.) in cycling circles, has joined the Ixion Bicycle Club.—*Mail and Express*.

The Rudge Bicyclette seems to be in great demand. Messrs. Stoddard, Lovering and Co. have been compelled to cable three times to duplicate their stock order.

Messrs. Hinrichs & Co., 29, 31 and 33 Park Place, have just issued their 1887 catalogue of sporting goods. This firm will make a specialty of the "Marlboro" racket and the Ayers' Ball. The catalogue contains full description and price lists of tennis, archery, cricket, croquet, base-ball, foot-ball, gymnasium and bicycle goods.

Stevens at Auburn, N. Y.—Thomas Stevens will deliver his lecture, "Around the World on a Bicycle," at Association Hall, Auburn, N. Y., Friday evening, April 22d, at eight o'clock, under the auspices of the Auburn Cycle Club. Tickets 50 cents each, including reserved seats. Parties ordering tickets by mail, will please address Lewis V. Cock, Secretary, 92 South street, Auburn, New York.

The Pittston, Pa., Bicycle Club opened their new club rooms on Main St. on the 14th and 15th inst. with a fair and festival. The affair was very successful, and will enable the "Boys" to furnish three rooms nicely. The club is growing, six new members being admitted at their last meeting, and now with their new quarters, their large rooms on the second floor, they will have an opportunity to spread themselves socially; card parties, dancing parties, &c. P.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wien and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather, the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York. **

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In a postal card on which to send your address to Hallett & Co., Portland, Maine, will, by return mail, bring you free, particulars about work that both sexes, of all ages, can do, and live at home, wherever they are located, earning thereby from \$5 to \$25 per day, and upwards. Some have earned over \$50 in a single day. Capital not required; you are started free.

Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

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We are also Agents for all makes of Wheels. Send for price list or give us a call.

CHOICE SECOND-HAND WHEELS CHEAP.

- No. 2. 54 in. Standard Columbia, full enameled, ball bearings, dropped bars, excellent order. \$62.50
No. 3. 52 in. Standard Columbia, enameled and polished, ball bearings, little used. Cost, \$100.00. \$55.00
No. 4. 48 in. Standard Columbia, full enameled, good order. Cost, \$87.50. \$32.50
No. 6. 50 in. Expert, full nickeled, dropped bars, brand new tire, excellent order. Cost \$137.50. \$85.00
No. 7. 55 in. Columbia Light Roadster, all nickeled except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00. \$110.00
No. 9. 35 x 50 to 53 in. Invincible Safety, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes, A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00. \$85.00
No. 10. 36 x 54 in. Kangaroo, enameled, with nickeled parts, dropped bars, excellent order. Cost, \$130.00. \$80.00
No. 11. 38 x 51 to 53 in. Rudge Safety, enameled, and nickeled balls all round, A 1 order. Cost, \$140.00. \$95.00
No. 13. 50 in. American Rudge, enameled and nickeled, cow-horn bars, excellent order. Cost, \$110.00. \$75.00
No. 15. 50 in. Columbia Expert, enameled and nickeled, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00. \$105.00
No. 21. 46 in. Standard Columbia, bright and painted, excellent order. Cost, \$80.00. \$40.00
No. 22. 44 in. Standard Columbia, half enameled, A 1 order. Cost, \$77.50. \$35.00
No. 25. 52 in. Standard Columbia, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as new. Cost, \$105.00. \$70.00
No. 27. 55 in. Rudge Light Roadster, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00. \$95.00
No. 29. 52 in. Columbia Expert, full nickeled, ball pedals, dropped bars, A 1 order. Cost, \$137.50. \$100.00
Humber Tandem Tricycle, standard finish, in excellent condition, lamp included. Cost, \$265.00. \$180.00
No. 42. 58 in. Expert, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition. Cheap. \$90.00
No. 43. 48 in. New Model Star, 3-4 nickeled, balance enameled, balls front, hollow rims, power traps, new last season. Cost \$135.00, fine shape. Price. \$95.00
No. 46. 52 in. Expert, half nickel and enamel, lug carrier. Good order. \$75.00
No. 47. 54 in. Expert, full nickel, balls to both wheels. Cheap. \$90.00
No. 48. 54 in. Rudge Light Roadster, enamel, nickle finish, tires excellent, A 1 finish, Rudge Ball pedals. Wheel in fine order. Price. \$100.00
No. 50. Cunard Crippler Tricycle, standard finish, balls all round, run 50 miles. Cost, \$190.00. \$135.00
No. 52. 52 in. American Club, enamel and nickle trimmings, straight bars, par. pedals. Wheel in good condition. Price. \$65.00
No. 54. 56 in. Columbia Expert, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00. \$105.00
No. 58. 54 in. Expert Columbia, half nickeled excellent order. \$80.00
As good as new. Price. \$60.00
No. 61. 56 in. Standard Columbia, enamel and nickle trimmings, balls front, '85 patent, in fine condition, Price. \$60.00
No. 63. 50 in. "Club Lt. Roadster" enameled and nickeled, cow horn handle, bars. Good as new. Cost, \$142.00. Price. \$100.00
No. 65. 48 in. Columbia Expert full nickeled, brand new, never run, a bargain. Cost, \$135.00. Price. \$100.00
No. 66. 54 in. "Victor," half nickeled, balls all round, fine order. Cost, \$140.00. Price. \$80.00
No. 67. 56 in. Columbia Expert, full nickeled, dropped bars, square pedals, A 1 order. Price including lamp. \$100.00, cheap.
No. 50. Columbia Racing Tricycle, enameled, balls all round, spade handle, used but little, good as new, great bargain. Cost, \$180.00. Price. \$90.00
No. 51. 52 in. "American Rudge," enamel with nickle trimmings, ball pedals, excellent order. Cost \$112.50. Price. \$80.00
No. 52. 50 in. "Club Light Roadster," wheels enameled, balance nickeled, balls throughout, excellent order. Cost \$135.00. Price. \$85.00
No. 53. 52 in. "American Club," nickeled and enameled, A 1 order. Cost, \$140.00. Dirt cheap at \$70.00
No. 57. 56 in. AMERICAN CLUB, full nickeled, ball pedals. A 1 order. A slaughter. \$75.00
No. 59. 50 inch STANDARD COLUMBIA, enameled ball bearings, good order and cheap. \$50.00
No. 63. 44 inch IDEAL, enameled. Excellent order \$20.00
No. 66. 42 inch OTTO, painted, good as new, Cost \$40.00. Price. \$20.00
No. 68. COLUMBIA tricycle, (3 track) balls all round, good order. A bargain. \$70.00
No. 73. 54 inch COLUMBIA EXPERT, wheels enameled, balance nickeled, cow horn bars, spade handles, good as new. Price only. \$100.00

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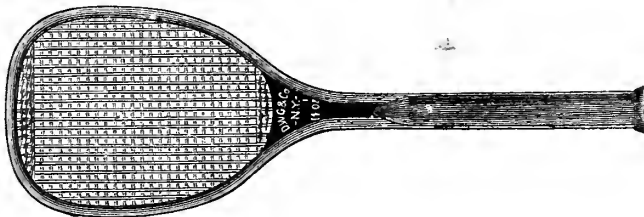
The above is only a partial list of our present stock, which is increasing every day. If you don't see what you want, be sure and write us, stating just what you require and we will fix you out to your satisfaction. Be sure and have latest list before purchasing elsewhere.

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Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago.

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- No. 74. 52 inch RUDGE LIGHT ROADSTER, enameled and nickeled. A 1 condition. '86 pat. \$100.00
No. 75. 48 inch COLUMBIA EXPERT, full nickeled A 1 order, great chance. \$80.00
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NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half block from L Station. Call or address: H. WIMMEL, 138 West 104th Street, New York.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price \$60.00. Reduction for cash. Address, G. E. STUBBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y. 4-15

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list containing many genuine bargains, to THE COVENTRY MACHINISTS' Co., 239 Columbus Ave., Boston.

FOR SALE—Vol. v, vi, vii, viii, of Outing. Price \$6.00. Address E. H. this office.

\$50. WORTH.—A new jobber self-inking printing press weight about 250 lbs. including thirteen new fonts of type, new styles, 6 lbs. of quads and spaces, 61 lbs. leads, 35 dashes, 15 cuts, 6 ft. of brass and wood rules and four pounds of border, and one font of circulating quads, also \$10 worth of paper, envelopes, tags, note and bill heads, cards, 2,000 doggers, all blank, and ink. Also one new bracket machine and turning lathe complete. Press been used about six months and in good working order. For a good Bicycle from sizes 42 to 46 inches, in good running order. Address, J. P. McLAUGHLIN, Rubber Stamp M'fg, Jermyn, Pa., Box 157, 158

1886 PATTERN, EXPERT COLUMBIA, new, same as '87, any size or finish. A big bargain. Don't write unless you mean business. C. A. UNDERWOOD, 389 Trimont St., Boston. 1-22

WANTED.—48 inch, second-hand Rudge Mail or Victor bicycle, must be low priced. Address E. K. AUSTIN P. O. Box, 2414, New York.

FOR SALE.—One fifty-one inch Aerial bicycle, nickel and enamel, in fine order, complete with nickle hub lamp and tool bag. Price \$50. Also, one 52 inch American Rudge, nickled and enameled, with a Perfection alarm bell, used but little and in the best order. Address, W. S. RUBSELL, Prop'r Cooperstown Bicycle Agency, Cooperstown, N. Y. 4-22

FOR SALE.—Stars, 54 in. \$40. 51 in. \$40. 48 in. \$60. 48 in. \$55. 51 in. \$100. 48 in. \$105. 48 in. \$90. Particulars of any machine on application. GRANT BELL, Minneapolis, Minn. 5-6

SPECIAL BARGAIN.—54 inch special improved Star in S fair running order. Enamel finish, has not been run 500 miles, \$45.00. Reason for selling; have a new Semi-Racer, JOHN J. YOUNG, Braceville, Ill. 4-22

FOR SALE.—One 50 and 52 inch Expert Columbia bicycles, '86 pattern and in excellent condition. Address, FRANK L. HATFIELD, Trumansburgh, N. Y. 4-22

FOR SALE.—One 54 inch Expert Columbia, new last August, also one 50 inch. Address, W. D. WRIGHT, 46 Temple St., Springfield, Mass.

FOR SALE.—48 inch Star, two-thirds nickle, '87 pattern, latest improvements, only delivered from factory April 7th, 1887, ridden twice, for sale cheap. For particulars address, F. PHILIPS, 104 West 124th Street. 4-29

FOR SALE.—48 inch Expert Columbia, '86 pat. all improvements, partly enameled, as good as new, with lantern, tools, etc. \$85. Address, 14 Cortlandt Street, New York, 4-29

MUST GO.—A tricycle good as new, only \$50. No room to keep it. W. I. WILHELM, Reading, Pa.

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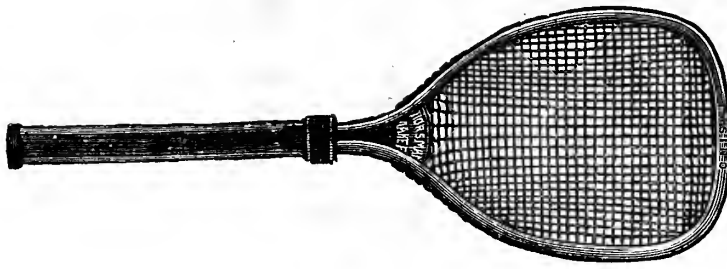
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52 inch AMERICAN CLUB, full nickel. 80.00
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54 inch RUDGE LIGHT ROADSTER. 100.00
56 inch AMERICAN CLUB, full nickel. 85.00
56 inch EXPERT, full nickel, ball pedals. 100.00
58 inch EXPERT COLUMBIA, ball pedals. 100.00
54 inch ROYAL MAIL, 1886 pattern. 100.00
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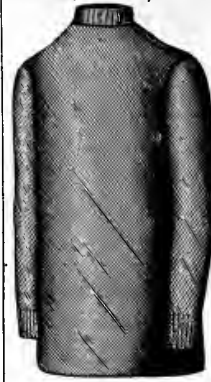
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We Call Special attention to our
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Long sleeves, standing collar, Laced front.

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Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

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Long sleeves, low neck. Long sleeves, half high collar.

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Low neck, sleeveless
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Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

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Are knit with selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



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Made same as full tights, to three inches below the knee.



Trunks.

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



Jersey Fitting Knee Pants.



Buttoned in Front, same as Pantaloon, without certain objections.

We offer them to the trade and clubs as **SOMETHING NEW**, and invite all to examine them.

Ladies' Jersey Fitting Tricycle Pants.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garments a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



Pat. Apr. 7, 1885.

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We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.



Would like to have every Wheelman see these

Jersey-Fitting Stockings.

TRADE MARK. As we believe there is nothing better.

Send us your order for any of these garments with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

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 O Luna dear
 With thy light clear
 Pray lighten my distress.
 I weep and sigh
 Each day for I
 Can't buy me a new dress.



The Reply —
 "You are absurd.
 Have you not heard
 Lewando can dye dresses
 So that they'll do
 As well as new?
 That settles the question."

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Prices: Cabinets, 25c. Each.
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Pat. March 2, 1893.



Reg. May 1, 1895.

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THE 1887 PATTERN

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— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which though often tried by various Bicycles and Tricycles, has never been surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a **QUADRANT ROADSTER TRICYCLE** No. 8, geared to 54, with ordinary cranks and handles from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, but without success. This marvellous feat proclaims the Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

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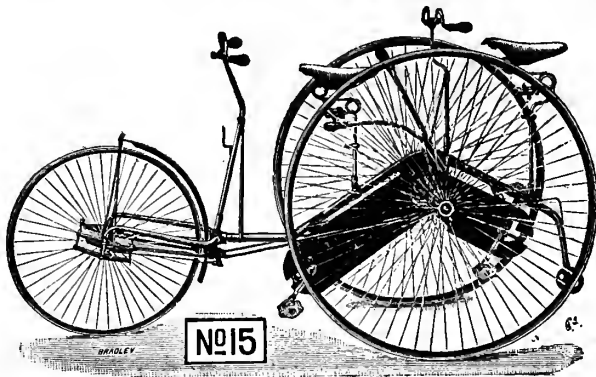
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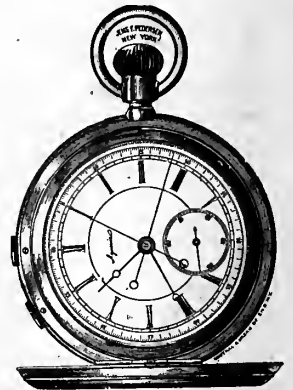
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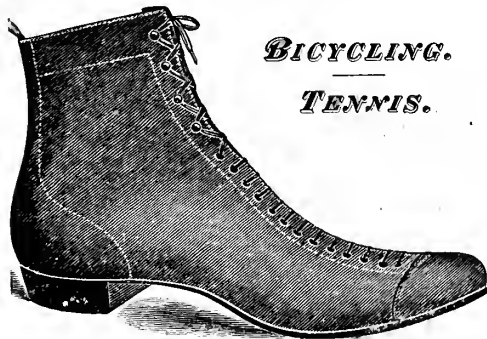
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THE * NEW * MAIL.

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WITH TRIGWELL'S BALL HEAD.

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Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand some and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

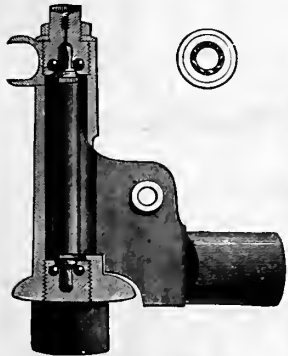
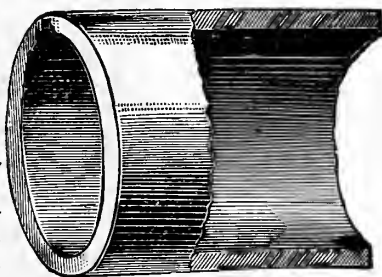
See this Wheel

Before Purchasing.

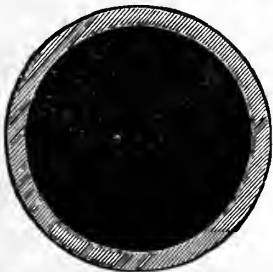
ASK Your Dealer For It.



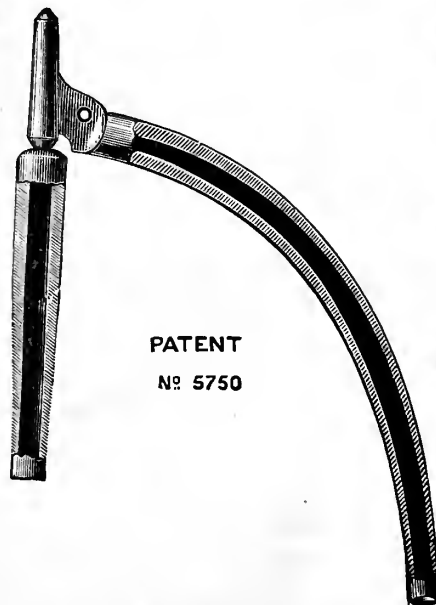
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.

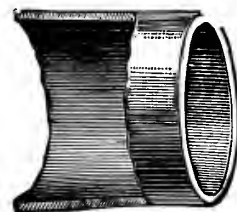


Sectional and end view showing strengthened neck end of Backbone.



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No. 5750

Sectional view showing Backbone and Forks when made up: A splendid improvement.



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	MILES.	TIME.		MILES.	TIME.
WORLD'S RECORD,	4	.35 1-5	WORLD'S RECORD,	12	32.35
WORLD'S RECORD.	1-2	1.12 4-5	WORLD'S RECORD,	13	35.18 2-5
WORLD'S RECORD,	3-4	1.50 1-5	WORLD'S RECORD,	14	38.01 2-5
WORLD'S RECORD,	1	2.29 4-5	WORLD'S RECORD,	15	40.41 2-5
WORLD'S RECORD,	2	5.11	WORLD'S RECORD,	16	43.25 4-5
WORLD'S RECORD,	3	7.48 4-5	WORLD'S RECORD,	17	46.14 4-5
WORLD'S RECORD,	4	10.41 2-5	WORLD'S RECORD,	18	48.58
WORLD'S RECORD,	5	13.23 4-5	WORLD'S RECORD,	19	51.40 1-5
WORLD'S RECORD,	6	16.12 3-5	WORLD'S RECORD,	20	54.25 2-5
WORLD'S RECORD,	7	18.59	WORLD'S RECORD,	21	57.07 3-5
WORLD'S RECORD,	8	21.41 2-5	WORLD'S RECORD,	22	59.46
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THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

12 Vesey St, N. Y.

AND RECREATION.

Vol. XII.—No. 5.]

NEW YORK, APRIL 29, 1887.

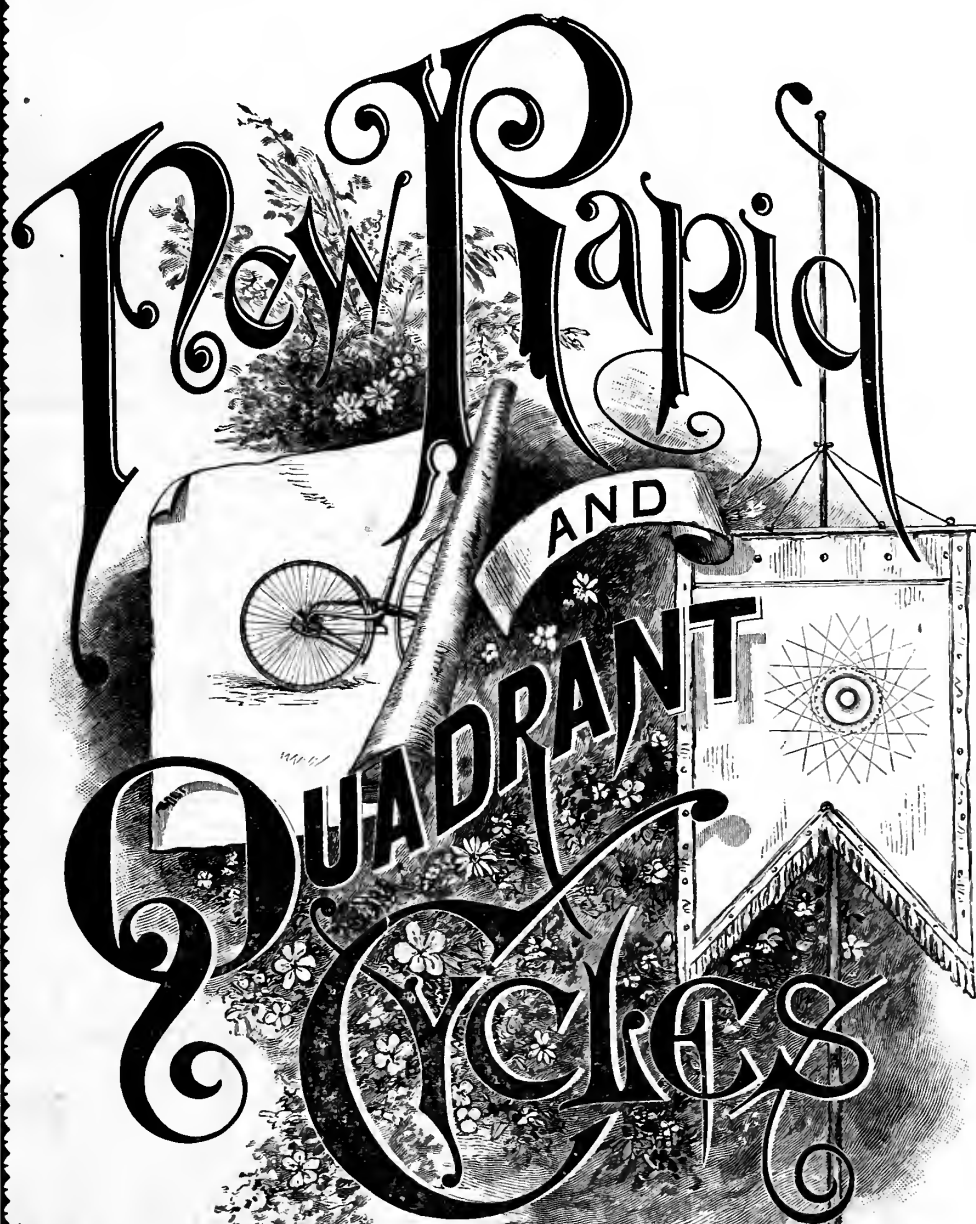
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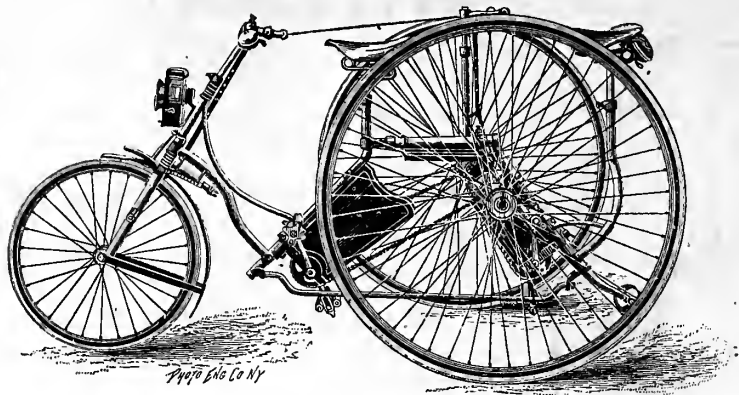
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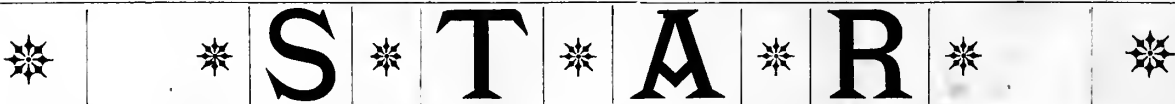
(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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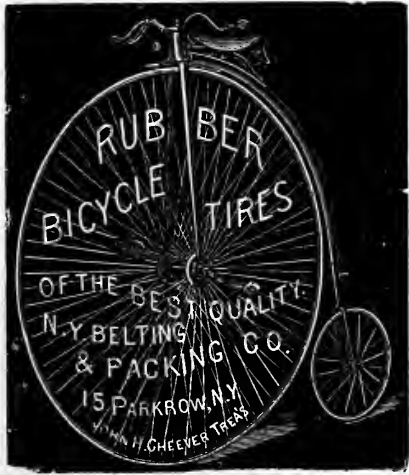
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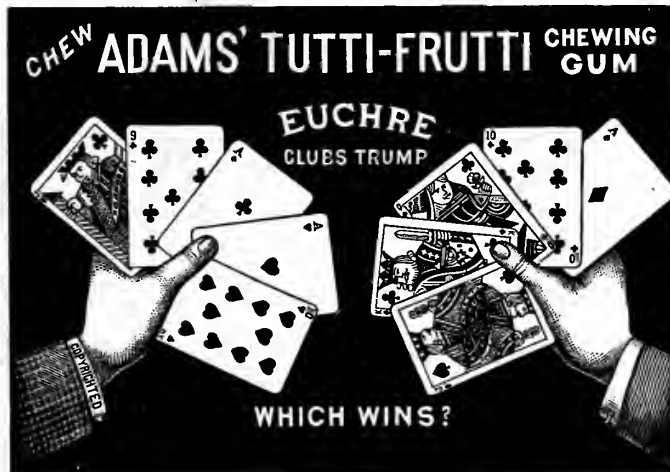
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LEAGUE ELECTION RETURNS.

COLORADO, 11 VOTES.

Chief Consul.—Harry Petrie, Denver, 8.

CONNECTICUT, 281 VOTES.

Chief Consul.—Louis F. Tracy, Hartford, 265.

For Representatives—W. M. Frisbie, New Haven, 275; Wm. A. Hurlbutt, Stamford, 273; Henry C. Ward, Middletown, 273; Dr. C. R. Upson, Waterbury, 272; Robt. F. Way, Hartford, 271; Wm. Collins, Middletown, 269; W. T. Williams, Yantic, 268; E. Stewart Sumner, Bridgeport, 253; Chas. H. Norris, New Britain, 145.

DAKOTA, 9 VOTES.

For Chief Consul.—J. E. Gilbert, Mitchell, 9.

DELAWARE, 12 VOTES.

For Chief Consul.—Edward Palmer, Wilmington, 12.

DISTRICT OF COLUMBIA, 38 VOTES.

For Chief Consul.—Tie vote.—Edson B. Olds, Washington, 19. E. T. Pettingill, 19.
For Representative.—W. F. Crossman, 19.

FLORIDA, 4 VOTES.

For Chief Consul.—W. J. Farrell, Fernandina, 4.

INDIANA, 95 VOTES.

For Chief Consul.—A. B. Irvin, Rushville, 92.

For Representatives.—W. H. Pontious, Crawfordsville, 69; J. Fred Probst, Terre Haute, 59; Frank F. Fee, Fort Wayne, 50.

IOWA, 49 VOTES.

For Chief Consul.—Frank B. Thrall, Ottumwa, 39.

For Representative.—G. G. Kirshbaum, Burlington, 32.

KANSAS, 23 VOTES.

For Chief Consul.—J. H. Everest, Lyons, 13.

For Representative.—W. L. Bates, Topeka.

KENTUCKY, 67 VOTES.

For Chief Consul.—Edward Croninger, Covington, 47.

For Representative.—Hiram W. Longley, Dayton, 45; Horace Beddo, Louisville, 21.

LOUISIANA, 23 VOTES.

For Chief Consul.—Harry H. Hodgson, New Orleans, 20.

MAINE, 22 VOTES.

For Chief Consul.—F. A. Elwell, Portland, 22.

For Representative.—C. H. Lamson, Portland, 17.

MARYLAND, 161 VOTES.

J. Kemp Bartlett, Jr., Baltimore, 143.
For Representatives.—George F. Updegraff, Hagerstown, 159; W. L. Seabrook, Westminster, 159; C. W. Abbott, Baltimore, 152.

MICHIGAN, 68 VOTES.

For Chief Consul.—J. H. Johnson, Detroit, 62.

For Representatives.—Wm. Seyffardt, East Saginaw, 40; F. A. Vernor, Detroit, 40; C. A. Conover, Coldwater, 36.

MINNESOTA, 53 VOTES.

For Chief Consul.—S. F. Heath, of Minneapolis, 50.

For Representative.—C. H. Porter, Winona, 35.

MISSISSIPPI, 1 VOTE.

For Chief Consul.—James Purvis Bruce, Vicksburg, 1.

MISSOURI, 120 VOTES.

For Chief Consul.—W. M. Brewster, St. Louis, 114.

For Representatives.—A. C. Stewart, St. Louis, 113; E. R. Stettinus, St. Louis, 106; W. H. Cameron, St. Joseph, 96; Edward Sells, St. Louis, 85.

NEBRASKA, 19 VOTES.

For Chief Consul.—F. N. Clark, Omaha, 14.

For Representative.—F. T. Mittauer, Omaha, 13.

NEW HAMPSHIRE, 85 VOTES.

For Chief Consul.—H. M. Bennett, Manchester, 84.

For Representatives.—G. E. Philbrick, Portsmouth, 85; F. H. Crapo, Concord, 84.

NORTH CAROLINA, 3 VOTES.

For Chief Consul.—J. L. Yopp, Wilmington, 2.

OHIO, 297 VOTES.

For Chief Consul.—James R. Dunn, Massillon, 293.

For Representatives.—J. M. Tryon, Toledo, 293; R. B. Cary, Elyria, 290; F. T. Sholes, Cleveland, 293; W. P. Harmony, Sidney, 292; H. B. Hane, Marion, 293; A. P. Seiler, Marsfield, 293; F. L. Casselberry, Canton, 293; Dr. C. H. Griffin, Ravenna, 293; H. S. Francis, Urichsville, 293; F. W. Hughes, Columbia, 292; A. A. Bennett, Cincinnati, 292; F. N. Smith, Portsmouth, 291.

RHODE ISLAND, 52 VOTES.

For Chief Consul.—Dr. J. A. Chase, Pawtucket, 51.

For Representatives—S. H. Day, East Greenwich, 46; C. S. Davol, Warren, 45.

TENNESSEE, 59 VOTES.

For Chief Consul.—J. C. Combs, Nashville, 37.

For Representative.—J. S. Miller, Clarksville, 56.

UTAH, 2 VOTES.

For Chief Consul.—Geo. A. Mears, Salt Lake City, 1; D. R. Davis, Salt Lake City, 1;

TEXAS, 3 VOTES.

For Chief Consul.—W. A. L. Knox, Dallas, 3.

VERMONT, 50 VOTES.

For Chief Consul.—L. P. Thayer, W. Randolph, 36.

For Representative.—W. T. Russell, Belkows Falls, 36.

VIRGINIA, 32 VOTES.

For Chief Consul.—J. C. Carroll, Norfolk, 19.

WEST VIRGINIA, 17 VOTES.

For Chief Consul.—Jacob W. Grubb, Wheeling, 10.

For Representative.—H. P. Wilkinson, Wheeling, 9.

WISCONSIN, 6 VOTES.

For Chief Consul.—A. A. Hathaway, Milwaukee, 3; Jay A. Hinman, Oshkosh, 3.

WYOMING, 30 VOTES.

For Chief Consul.—Fred Bond, Cheyenne, 29.

CALIFORNIA, 156 VOTES.

For Chief Consul.—Robert M. Welch, San Francisco, 155.

For Representatives.—R. C. Woodworth, 8 Hill Street, Los Angeles, 154; John W. Gibson, 612 Hyde Street, San Francisco, 154; J. D. Atkinson, 764 Madison Street, Oakland, 153; C. C. Moore, Stockton, 153.

NEW YORK, 945 VOTES.

For Chief Consul.—Geo. R. Bidwell, New York, 940.

DISTRICT 1, 204 VOTES.

For Representatives.—Dr. N. M. Beckwith, 202; Ed. J. Schriver, 201; John C. Gulick, 201; Wm. H. DeGraff, 201; Knight L. Clapp, 197; Ed. F. Hill, 201; Frank Egan, 201; Harwood R. Pool, 198.

DISTRICT 2, 251 VOTES.

M. L. Bridgman, 245; A. B. Barkman, 192; Chas. H. Luscomb, 152; Frank W. Loucks, 238; Howard Greenman, 195; J. B. Potter, 184; Chas. Schwalbach, 140.

DISTRICT 3, 158 VOTES.

Joshua Reynolds, 155; Henry Gallien, 120; Raymond S. Coon, 112.

DISTRICT 4, 61 VOTES.

Robert Thompson, 60; Fred'k Brigham, 60; E. H. Hines, 1.

DISTRICT 5, 104 VOTES.

I. R. Adriance, 95; H. C. Spaulding, Jr., 78; Gerry Jones, 92.

DISTRICT 6, 168 VOTES.

C. S. Butler, 160; W. S. Bull, 159; John R. Williams, 148; Geo. E. Blackham, 162; W. L. Beck, 156.

NEW JERSEY, 312 VOTES.

For Chief Consul.—Dr. J. H. Cooley, Plainfield, 306.

For Representatives.—L. H. Porter, Orange, 312; Dr. G. Carleton Brown, Elizabeth, 305; John B. Lunger, Newark, 312; Willard P. Smith, Jersey City, 311; Dr. J. A. Wright, Montclair, 312; Dr. F. A. Kinch, Westfield, 307; G. O. Waterman, Red Bank, 311; F. D. Sensor, Millville, 309; E. F. Burns, Smithville, 309; W. J. Atkinson, Camden, 310; H. S. Rose, Trenton, 310; Howard A. Smith, Newark, 302; W. B. Banker, Passaic, 312; D. H. Merritt, New Brunswick, 311.

PENNSYLVANIA, 627 VOTES.

For Chief Consul.—Geo. A. Jessup, Scranton, 620 votes.

For Representatives.—Dr. F. J. Richards, Williamsport, 616; Rev. Syl. Stall, Lancaster, 611; S. B. Vaughan, Kingston, 611; G. A. Gorgas, Harrisburgh, 611; W. W. Berry, Pittston, 610; J. V. Stephenson, Greensburgh, 608; J. G. Carpenter, Wilkesbarre, 608; D. K. Trimmer, York, 607; E. J. Wanner, Norristown, 606; H. E. Bidwell, Pittsburgh, 605; W. S. Wintersteen, Bethlehem, 604; H. W. Terry, New Castle, 601; H. C. Crecelius, Reading, 599; G. W. Hamilton, Johnstown, 595; G. N. Osborne, Philadelphia, 591; I. Elwell, Philadelphia, 588; K. Brown, Philadelphia, 586; S. Jackson, Jr., Philadelphia, 570; S. A. Boyle, Philadelphia, 556; F. Read, Philadelphia, 533; C. E. Stout, Bethlehem, 509; E. L. Russel, Blossburg, 505; J. E. Harder, Clearfield, 483; J. B. Kaercher, C. B. Holly, Philipsburg, 203.

MASSACHUSETTS, 314 VOTES.

For Chief Consul.—H. W. Hayes, Cambridge, 307.

DISTRICT 1.

For Representatives.—Dr. W. H. Emery, of Roxbury, 105; Dr. W. H. Kendall, of Boston, 104; E. G. Whitney, of Boston, 103; A. E. Pattison, of Boston, 103; C. R. Dodge, 101; C. S. Howard, of Boston, 99; W. I. Harris, of Boston, 96; J. S. Dean, of Boston, 92.

DISTRICT 2.

For Representatives.—John Ames, of Cambridge, 60; W. R. Maxwell, of Somerville, 60; J. H. Griffin, of West Somerville, 59; W. S. Slocum, of Newton, 59.

DISTRICT 3.

For Representative.—J. Fred. Adams, of Haverhill, 26.

DISTRICT 4.

For Representatives.—F. P. Kendall, of Worcester, 16; J. C. Spiers, of Worcester, 11.

DISTRICT 5.

For Representative.—T. E. Bell, of North Attleboro', 31.

DISTRICT 6.

For Representatives.—Sanford Lawton, Springfield, 48; W. O. Green, Holyoke, 42.

DISTRICT 7.

For Representative.—H. S. Wollison, Pittsfield, 7.

TRANSPORTATION TO THE LEAGUE MEET.

RATES FROM EVERYWHERE TO ST. LOUIS.

The Interstate Commerce Commission, at this writing, has but just got to work and hence no reduced figures to the St. Louis meet can be now given. One fare and a third is the recommended round-trip rate which will be adopted. Advice on this subject will be published through the committee and the cycle press in due season.

It is intended to make the journey to St. Louis, of itself a feature of the meet. For this purpose certain lines of through travel are designated, that run through coaches and baggage cars, and a special understanding is had for accommodations on trains mentioned. By consulting the schedules below, wheelmen at through or intermediate points will be enabled to fall in with others journeying to the meet.

The main line is from New York and Boston via the West Shore Line and through the middle of Ohio and Indiana, over the Lake Shore & Bee Line. Over this route the special car from New York and Boston will leave Wednesday p. m. A train leaving New York and Boston one day earlier admits of a stop-over at Niagara Falls half a day, and runs through Canada by daylight, crossing at Detroit in the evening. Arriving in Chicago, Thursday morning, one day is given in that city to take in interesting points under escort.

A consultation of latest time cards and maps of railways given in schedules below, will show wheelmen the possibility of making connection with through trains. Wheelmen from the Atlantic seaboard should correspond with Geo. R. Bidwell, 313 W. 58th street, New York, regarding rates and accommodations. Those intending to join the Shenandoah Valley party can so arrange with N. L. Collamer, Tourmaster L. A. W., St. Cloud building, Washington, D. C. Interior Pennsylvania and Western New York members can reach the New York main line, the Pittsburgh train or the B. & O., as suits convenience. In this matter advise with W. S. Bull, 360 Main street, Buffalo, N. Y. From Ohio points, J. R. Dunn, Massillon. From Michigan, J. H. Johnson, 107 Spruce street, Detroit. Indiana, A. B. Irvin, Rushville. Northern Illinois, B. B. Ayers, 212 Clark street, Chicago. Central Illinois, H. G. Rouse, Peoria. Wisconsin, A. A. Hathaway, Milwaukee. Minnesota, S. F. Heath, Minneapolis. Iowa, W. M. Ferguson, Jefferson. Tennessee, Ed. N. Fisher, Nashville, and W. L. Surprise, Memphis. Kentucky, Horace Beddo, Louisville. New Orleans and Southern States, A. M. Hill, New Orleans, La. General information will be furnished by the chairman of the Transportation Committee. For the Mississippi river excursion, advise with Robert L. Thompson, Muscatine, La. On the Missouri Pacific line, from Omaha through Kansas City to St. Louis, confer with the Omaha and Kansas City clubs.

MAIN ROUTES TO THE MEET.

FROM NEW YORK AND NEW ENGLAND.—Leave New York 5:50 Wednesday evening via West Shore R. R., and from Boston, 3:00 Wednesday afternoon via Fitchburg R. R., arriving in Buffalo Thursday morning, Cleveland at noon, passing through Ohio by daylight, joining other parties from north, east and south at Indianapolis at 10:25 p. m. Arrive St. Louis 7:25 Friday morning—first day of meet.

FROM NEW YORK AND NEW ENGLAND VIA NIAGARA FALLS AND CHICAGO.—This route allows half a day at the Falls and one day in Chicago, by leaving the east one day earlier. Leave New York 5:50 Tuesday evening, and Boston 3:00 Tuesday afternoon over West Shore Line, the two trains come together at Rotterdam Junction, near Albany. Arrive Niagara Falls early next morning. Disembark at Suspension Bridge and wheel

up river to the Falls, two miles.

Michigan Central train leaves from Falls View station at noon—dining car. Passes through Canada during afternoon, arriving Detroit in evening. Here joined by Detroit party, reaching Chicago Thursday morning. Take in Chicago boulevards and points of interest under escort, starting from the Leland Hotel on the lake front, at 10 a. m. Leave for St. Louis with Chicago and other parties at 9:00 p. m., arriving St. Louis 7:45 Friday morning.

FROM BALTIMORE, WASHINGTON AND THE SHENANDOAH.—Under auspices of the Annual League tour down the Shenandoah Valley. On completion of the tour, Philadelphia via Gettysburg to Staunton, Va., the touring party and others who may wish to take in only the rail part, will embark on B. & O. train, leaving Baltimore 9 o'clock Wednesday evening, and Washington at 10:10 o'clock, reaching Harper's Ferry same evening at which point tourists will embark. Pass through Cincinnati at 7 o'clock Thursday evening, connecting at North Vernon, Ind., at 9:35 with Louisville and Kentucky party. Arrive St. Louis Friday morning via Ohio & Mississippi Railway.

FROM PITTSBURGH, PA., AND OHIO POINTS.—P. C. & St. L. train from Pittsburgh 8:35 Thursday morning, passing through Columbus 3:30 afternoon, Richmond at 8 o'clock in the evening, where will be joined by Springfield, Xenia and Dayton parties, arriving at Indianapolis 10:20 evening. Arrive St. Louis 7 o'clock Friday morning over Vandalia line. Leave Springfield 2:25 Thursday afternoon, passing Xenia 3:10 and Dayton at 6:05 p. m., connecting with Pittsburgh and Columbus party at Richmond. The above uses Pennsylvania lines. See Pennsylvania Co. time tables. From Cincinnati take the Ohio & Mississippi 7:00 p. m. train in connection with the Shenandoah Valley tour party, coming in from east over B. & O. R. R.

From PHILADELPHIA join the New York train of Wednesday evening or take B. & O. 4:45 through train of Wednesday, on which Shenandoah Valley tourists will embark at Harper's Ferry. Through car from Philadelphia to St. Louis.

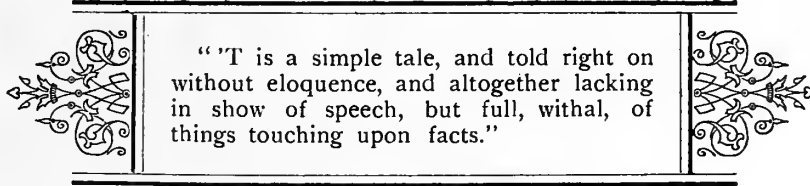
FROM SPRINGFIELD, MASS., connect with afternoon train from Boston, over B. & A. for either the direct route to St. Louis or via Chicago.

FROM NEW ORLEANS AND THE SOUTH.—Leave New Orleans 6:00 p. m. Wednesday via Illinois Central R. R. Pass Jackson, Miss., midnight. Leave Memphis, Tenn., 9 o'clock Thursday morning, connecting with above train. Arrive St. Louis, 10:00 Thursday evening.

FROM NASHVILLE, TENN., VIA L. & N. R. R., 7:20 Thursday evening. Pass Evansville, Ind., 1:20 a. m., and Belleville, Ill., at 6:40 a. m., arriving St. Louis 7:40 Friday morning.

FROM LOUISVILLE, KY., VIA O. & M. Rv., 7:40 Thursday evening, connecting at North Vernon, Ind., 9:35, with Shenandoah Valley tourists and Cincinnati party. Arrive St. Louis 7:25 Friday morning.

FROM MINNESOTA AND IOWA.—Leave Minneapolis, Minn., 7:30 and St. Paul 8:15 Thursday morning via Minnesota & Northwestern R. R. passing Randolph (Faribault connection) 9:26 a. m. Dodge Center, Winona, Rochester and Milwaukee connection, 10:51 a. m. Austin, La Crosse, Wis. con-



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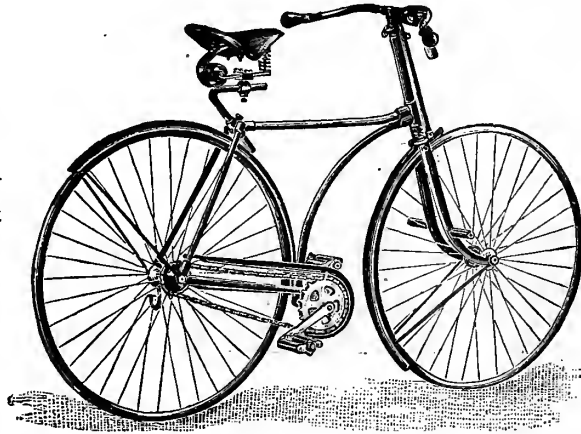
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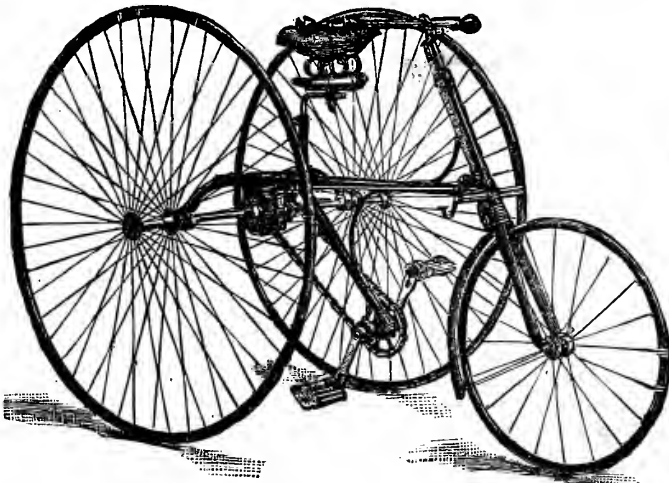
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Southern Department.

N. L. COLLAMER, Editor,

ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

KENTUCKY NOTES.

[REGULAR CORRESPONDENCE.]

A movement is on foot to have a bill similar to the one now under consideration in New York State, legally recognizing the rights of wheelmen upon the roads of the State, presented to the next Legislature. It is a good idea and would work much benefit throughout the Commonwealth.

Why don't some of the wheel clubs incorporate themselves?

Glad to see Paducah following in line. Nothing like booming.

Ice-cream is again fashionable at club gatherings.

Kentucky will come to the front with a little sensation on wheels pretty soon.

The rural correspondent of the county journal now humpeth himself up over a piece of note paper, by a tallow candle, and, on both sides of the same, narrateth the annual tale of injustice and persecution which unfortunates who drive on pikes, infested by "velocipede riders," are subjected to. It is pitiful in the extreme, but he will get over it, just as he did last year, which he has probably forgotten.

NORB.

BALTIMORE ITEMS.

[REGULAR CORRESPONDENCE.]

I was silent last week because silence was in order in our cycling circle, but I have now enough on hand to make a fair letter.

Last week some of our boys went out to Towson for dinner and when they went to work on the steak some one suggested to get out wrenches and screw-drivers. After an hour's solid labor they gave up the fight and the steak came out victor, without having lost a drop of blood. Bad for the hungry boys, eh?

Frank Slothower, of the Ramblers, has returned from a week's run and reports that "a storm in the mountains is no picnic." He has "been there" and we take his word for it.

Sunday a number of cyclists stopped at Halstead's on their weekly run. They rolled in at the gate in squads of two or three and riding up to the steps dismounted, and seating themselves on the piazza, discussed the condition of the roads. Only one insisted that they were bad as possible, and explained the fact of every one else being satisfied with them, by asserting that they "did not

recognize a bad road when they saw it." Among those out were: Md. Bi Club, W. P. Hall, J. N. Clark, A. Mott, (T. T. T.), W. Breese and D. Lewis Bartlett, Jr.

Balto. Cycle Club: C. W. Abbott, H. D. Bayley, T. E. Goodwin, A. Webb, Wm. Conn, P. F. Thompson, R. Justis, Arthur Emory and F. W. Townsend. Ramblers: H. L. Kingsland, Eberman and Wolf. H. L. Kingsland delighted the crowd with some very good fancy riding and some difficult tricks. A few came out on trikes and when they were to return they very quietly asked: "How are the hills going home?"

The Md. Division will, we hope, inaugurate a series of Div. runs which all members of the Md. Div., L. A. W., are requested to attend. The C. C. will be roadmaster, with the representatives as his junior officers. This is a good scheme and was presented gratis by a member of the Div. We would like to hear from C. C. Bartlett on the subject.

The question in Baltimore is, "Why don't the ladies ride, as they do in Washington and Boston?" I don't know and I don't think the ladies themselves do. It is about as healthy a sport as can be found, and not to slight the boys, we must say is more economical than buggy riding.

Ladies, try it and if you don't like it, let me know and I will keep quiet, but until you give it a thorough test I shall be after you.

VICTOR.

WASHINGTON NOTES.

[REGULAR CORRESPONDENCE.]

A rather heavy shower Saturday last spoilt the roads for runs on Sunday. Nevertheless, a goodly number of scorchers made Ashton that day, returning Monday morning. Among them were Robertson, Crist, Rittenhouse and Barber.

I learn there is a road race in from this place on the tapis for April 16. The prizes will consist of medals to the value of ten entrance fees, for first prize, and all over that for second. The above with several other prominent local flyers are among the entries: A few participants are expected from Baltimore. The record is 1:35 (distance about 20 miles), and it is thought that that time will be dropped considerable.

Bert Owens' birthday run occurs on May 7. The programme of festivities is not yet out, but I understand it will include a polo match on Stars between Will Robertson and Rex Smith. Last year the genial Bert led some seventy odd wheelmen around the outskirts of the city, over vacant lots covered with tin-cans and hoop-skirts, up steep little grades, down through ditches, and into every conceivable out-of-the-way place where a wheel could possibly be ridden; and of all that number there were only some seven or eight who pulled through without a dismount. In the evening he set up a supper to the whole crowd at his cycleries, and the festivities concluded with a polo match, game of cross-tag, and obstacle riding—all to the delight of the spectators. I presume something similar will take place this year.

Will Robertson, Bal. Morris and Rex Smith will tour to New York this summer, via Hagerstown, Gettysburg, Carlisle, Harrisburg, Philadelphia, Smithville and New Brunswick.

The District Wheelmen hold their regular monthly meeting on Monday next. They will lose their Captain, who resigns office at that time.

Everything is Collamer's Southern League Tour just now, but as I am requested not to write on that subject, I desist.

The Capital Club will give the fourth of their series of illustrated lectures Tuesday evening next, on which occasion Mr. John J. Chickering of the Kendall Green Wheelmen, will give his "Recollections of a Trip to Southern Alaska," and Max Hausmann will handle the stereopticon. Subsequently, dancing will be indulged in.

WHITE HOUSE.

THE SOUTHERN TOUR.

This will probably be my last chance of speaking in the columns of THE WHEEL of what *will* happen in connection with this tour. So much has been said by the wheel press generally on the subject, that little remains to be added.

Suffice it to say then that the party is made up, enough have signified their intention of going to warrant it being a big success. Applications are coming in daily, and the marshal has his pockets stuck full of letters in relation to the tour. I called at his office the other day for pointers, and he kept me waiting several minutes before asking me abruptly, "What is it?" I stated my errand, he gave me the information desired, and then fired me like a bullet with the words: "Come in again, Mark, when I'm not so awfully busy. Glad to see you, you know, and all that, but by George, I haven't a minute more to spare just now."

Parties are being made up in Philadelphia to ride to Coatesville, and in Baltimore to ride from Hagerstown to Staunton. Several part-way tourists are also on the books; but the bulk will take in the entire trip. The B. & O. have offered a rate of \$24.67 from Washington to St. Louis, which is a fare and a third.

M. M.

WESTMINSTER TID BITS.

[REGULAR CORRESPONDENCE.]

Wheeling matters have been very quiet in Carroll Connty the last two weeks, since Easter Monday, whether it is because the boys think the reputation they established for hospitality on that day, the occasion of our big meet, is sufficient to carry them through the season, or the weather, (no pun intended) we are at a loss to decide—or perhaps it is a slight attack of Spring Fever, a universal epidemic not wholly unknown to the people of Westminster, (see I don't confer it to bicycle riders.)

For no cause, or cause assignable, but little riding has been done. On the twentieth, Captain Seabrook led four of his men down to Carrollton, 6 miles, and on the twenty-fourth an afternoon run into the hilly country northwest of the city, notwithstanding the nature of the road and their rough condition, was much enjoyed.

On the latter run the bright warm sunshine of early Spring, the pure fresh air coming without a break from the picturesque Blue Ridge mountains in the distance, the the birds and insects awakened into life and activity, the slow toiling up hill and the merry rush down hill, a cooling drink at Fern Rock spring and a good appetite for "a square meal" at home, were some of the not unpleasant attendant circumstances.

A run to Rusterstown, 16 miles and back is planned for next Sunday, and to Baltimore, 28 miles, the following Saturday.

JONAH'S JERSEY JOTTINGS.

As hard and effective workers for the best interests of the wheel, the Orange Wanderers are shining examples. At their meeting the other night, they appointed a committee to get up a pamphlet on the advantages of good roads and the proper construction and maintenance thereof. These will be sent to all the members of the various Orange township committees, and distributed to a considerable extent throughout the State. This is missionary work of a kind that will do the most good. Attention cyclers and horsemen! "A wink is as good as a nod to a blind horse."

All idea of entering a team from the Orange Wanderers in the coming road race has not after all been abandoned, I am glad to say. "Lou" Johnson and "Harry," the holders of the fifty mile tandem record, are hot for it, and with such a pair of scorchers for a starter, it seems as though two more could be raked together. There is Harry W. Smith, of the East Orange contingent, who, on his first country run, covered sixty-one miles, and stretched the Brooklyn man a corpse on the baggage truck at Elizabeth. The story was told in THE WHEEL last season, I think. Then there are the Booth brothers. Belcher, unfortunately, is not available, being out of training and condition.

The Orange Wanderers' century run will start on June 4 at 4 a. m. It is expected that fifteen riders will be on hand to follow Captain Porter, who will try to get the whole crowd over the hundred in twelve hours. The object will not be to make time on a longer distance, but simply to create as many centurions as possible. It is probable that at the same time several will have a try at the club championship twenty-four hour medal, now held by Mr. and Mrs. Johnson, the tandemites, by a record of 150½ miles, the largest run made by a lady and gentleman in this country.

The Spring repairs to the macadams have been commenced. The road menders are at work on Central Avenue, Orange, and on the Newark-Elizabeth Boulevard. Wheelmen cheerfully put up with the present inconvenience in view of the resultant improvements.

The storm of last Monday delayed the beginning of the work of putting the Roseville track in trim, but the flyers will not have long to wait. The Roseville Athletic Club has made arrangements to use the ball field on days when there is no racing. The grounds may be hired by athletic and base-ball clubs, and in this way the managers hope to add largely to their receipts from the wheel sources. The diamond is without its equal in the State.

The Ixions think of holding their annual fifty-mile race on the Roseville track on the morning of Decoration Day. This will give them a chance to view the road race at Irvington in the afternoon. By the way, I thought that the Ixions were to be merged with the New York Bicycle Club. If the Ixions are to remain an independent organization, why, pray, do they persist in staying outside of the Road Racing Association? With such scorchers as they possess they should certainly be represented in the biggest race of the season in this vicinity. It seems to me but a very petty reason that they had been accustomed to hold their club races on the days fixed upon by the association for its races, in fact the only days practicable. Should fifteen clubs be asked to alter their plans for the convenience of one? It is none of my business, I know; but still I do want to see the race as representative as one as possible, and the championship cup to carry with it the title "Champion" without a scintilla of dispute. Among wheelmen especially, where the fraternal feeling is the most encouraged, the minority should yield to the majority. The Ixions are too good fellows, and have too high a reputation as road racers to be any longer without the fold.

Among the coming events talked of at the Roseville track is a general athletic tournament, comprising tricycle and foot races and other out-door contests, which will probably be given by the Y. M. C. A. of Newark.

Frank S. Miller, Vice-President of the Road Racing Association, on account of ill-health, will probably not be seen much on the road this season. His resignation as Captain of the Union County Wheelmen was for this reason recently tendered and reluctantly accepted. Dr. F. A. Kinch, Jr., was elected to serve for the unexpired term.

The race committee of the U. C. W.—Burnet, Hetfield and Kinch—have picked the following men to represent the club in the road race, the actual four to be determined upon later on: Pierson, Moore, Burnet, Collins, Hetfield and Farrington. The first three men have proved themselves good men in track and road races, and the others show considerable speed and staying power. Moore, Burnet and Farrington are Elizabeth men, and the others Westfielders. Active training will be begun on May 1.

The U. C. W. club-house will probably be ready for occupancy by May 30. It will cost about \$2,000, and will have bowling alleys, and pool and billiard room attached. There will be a house warming later on, to which all the club's will be invited.

Valentine, in conversation with a friend of mine the other day, expressed the opinion that a crank wheel will win the road race. If "Val" speaks of himself as the fellow who is likely to make it, he has proved that he has good reason for so saying, and I admire the "sand" he shows in making the statement. It shows he has the true sporting blood in his veins. Mr. Harry Hall now has the floor.

A gold medal has been offered for the first man in on the U. C. W. team. By the way, I think that with as many starters as the race always brings out, there should also be a third medal. A man who can have thirty or thirty-five of the crack scorchers of this vicinity behind him deserves some recognition. Then again if we are to pick the four men first in to represent us in a race against the Boston and other associations, why not give each of the four a trophy?

Verily, to obtain real news of a newness not found in the cycling journals, one must go to the daily press. A Newark paper, with a big circulation, yesterday, in its bicycling column, informed its readers, that among the dark horses in the coming road race would be the Essex Bicycle Club team, and that Hoag would probably be one of the four. Inasmuch as the Essex Club is not even a member of the association, its team is indeed a very dark horse. Now, should a cycling scribe go to the managing editor of that paper and offer to furnish a wheel column, he would be met with the reply: "Thank you, no. Our sporting editor is fully competent to cover all branches of sport." Will the day ever come when the wheeling interests will receive their just share of space and intelligent attention at the hands of the lay press?

Received this morning, a reminder from Secretary Bridgman, of the Road Racing Association, that clubs intending to enter teams for the coming race must, by the constitution, notify him of their intention by April 30. He tells me that the constitution and by-laws are being printed in book form, and will be ready for distribution in a short time.

The New Jersey Wheelmen will have another progressive euchre party next Thursday, and the first run of the season has been called for next Friday, starting from the corner of Central Avenue and High Street at 4.30 p. m.

The reception and ball given by the Plainfield Bicycle Club at the Park House last Monday evening to the ladies who assisted them at their recent Fair, was a grand social success. Scores of Plainfield's prettiest belles—and they have them up there by the hundred—waltzed, polkaed, mazourkaed and galoped with the gallant wheelmen until the rosy fingered daughter of the morn began to paint the town red. It is hinted that good missionary work, both cyclical and diacical, was accomplished; and that as a result several new tandems will be seen on the road this season. JONAH.
April 25, 1887.

[In order to cover Jersey more thoroughly, we ask scribes and secretaries throughout the State to send news items to Mr. J. C. Wetmore, Elizabeth, N. J. All communications must be received by Saturday—Ed.]

ST. LOUIS NOTES.

With the meet almost upon us, with all its cares, worries and fun, we are already sticking another iron into the fire. The Citizens' committee, which conducts the Fall festivities, is arranging a series of novel and interesting entertainments, which will fill a week's time during the encampment of the Grand Army, the last week of September. This committee has called upon the wheelmen to produce an

illuminated parade, which will eclipse anything of the kind ever yet attempted, and have offered as an inducement, all the money that may be required, and the lighting up of all the long vistas of colored glass globes on the route of the parade, which was refused point blank last year, when the wheelmen asked it. Division members will meet at the Lindell Hotel next Tuesday to look over the field; and will doubtless conclude that they know a good thing when they see it.

WANTED.—A first-class bugler for the League parade. There is some bright talent of this class in the city, but none of the real good ones have yet shown their ability to blow musically while on a wheel, especially making a failure on our gentle up grades. True, Joe Williams was recently elected *one or more buglers* by the Missouri Club, but, thank goodness, he has spared us both as regards quantity and quality. The old club bugle, battered and dented, hangs over the reading room mantel, a relic of the days when Greenwood and Oeters, first and second buglers respectively, were wont to quarrel for its possession. May it hang there forever. But meantime, some one must fill the onerous position, and bugle for us at the meet. What's the matter with Hoffman of the Citizen's Club?

So "Hubite" suspects we may not fill our promises anent the meet, and that the puny sum of \$1200 will satisfy our desires as a general fund. Now, I don't like to disparage the hustling abilities of wheelmen at the Hub, but a friend of mine recently visited that burg, and while there met several cycling notables. Most of them expressed their faith in our good intentions; others didn't, and one even said: "No, I won't come to your meet. The fact is, you St. Louisans have always done a great deal of talking, and are working us for a lot of guys." Verily, then, they are a lot of guys who will take such a view of our good word. My dear "Hubite" we are already holding down a fund of away over \$2000, and fully expect to have more than we can use within two weeks more. What say you of a little western village which can raise spending money to the extent of \$78,000 in twelve hours. Come off!

Apropos, a ridiculous mistake was made in the *Post-Dispatch* in a review of coming convention. It stated that the L. A. W. had *fully* 1,500 members, and that half the required sum of \$15,000 had been raised to defray the expenses of the meet. The mind of that writer must have been wandering on the painful subject of a cyclist's appetite.

I must crave forgiveness Mr. Editor, for treating your readers to nothing but meet. It is the single and only topic of news here. All the work is nearing completion, and the *Post-Dispatch* and *Globe-Democrat* are both scouring the country for the photos of cycling big-wigs, which they will use in elaborate articles describing the meet. The Missouri Club has practical management of the entire meet, the Ramblers being no more, and the Eurotas bluntly saying that they "have neither time nor inclination" to take a hand in the work.

Don't miss the Clarksville road race. It will be a meet in itself, and will be as different from even the interesting events of your Alphabetical Association as anything could be. The steamer Hudson has been engaged to convey the banquet-laden crowd away from St. Louis, and from the moment of starting to the return, which will be in ample time to board the East-bound train the following Tuesday morning, the fun emanating from such a large body of hilarious spirits will make even the muddy Mississippi turn pale. And such a prospect ahead at Clarksville! Churches changed to eating houses, (all important feature), beautiful maidens, surpassing roads, banquets, balls, pyrotechnics and brass bands galore. By all means, take in the road race.

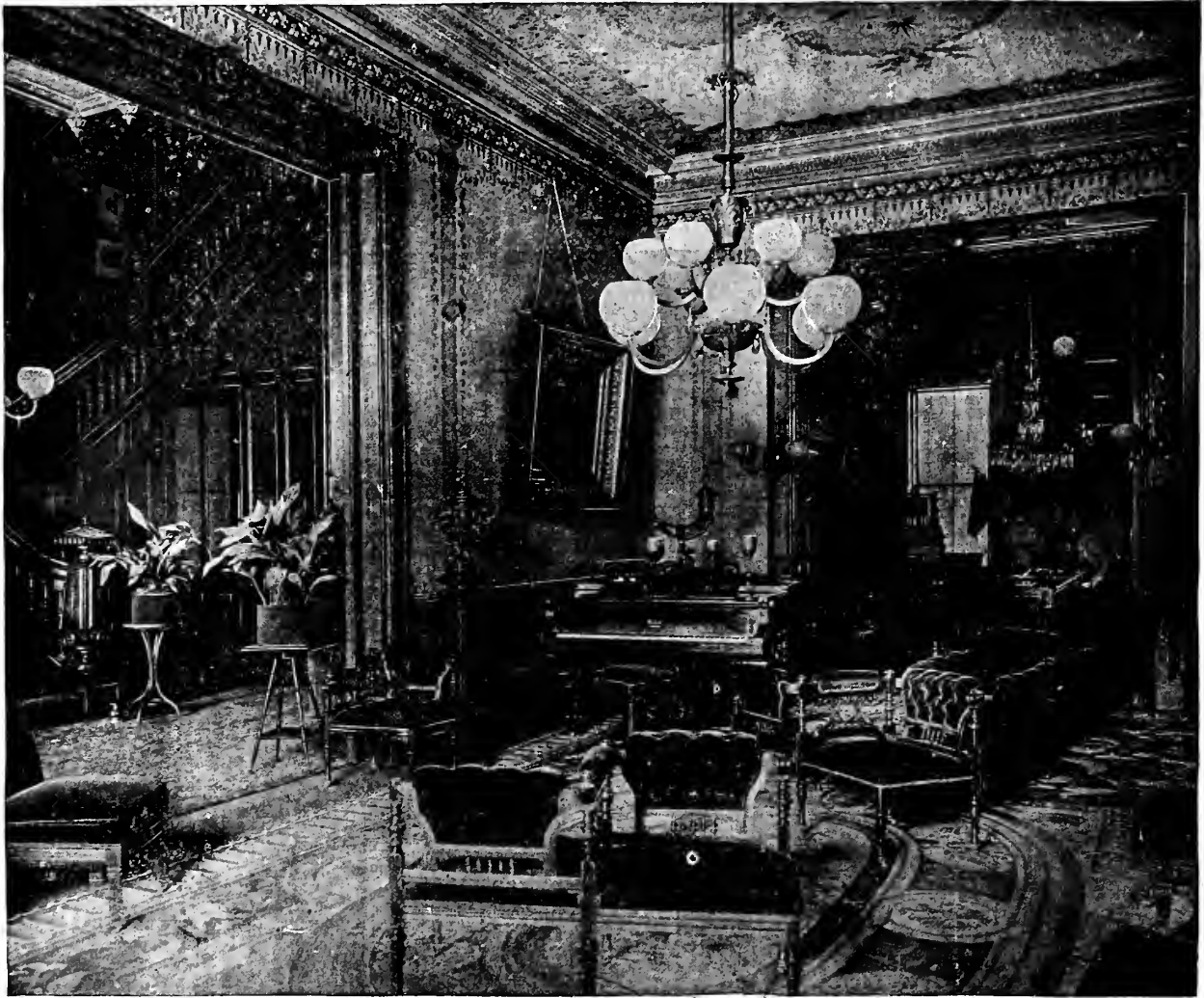
Brewster met the "Kid" in Chicago recently. A wee bit of a chap, he said, striding a 54. My juvenile friend, get thee a 48 and come see us next month.

A lady friend of Stillman Whittaker tells me the little road fiend is hidden away somewhere in the Empire State. GAS.

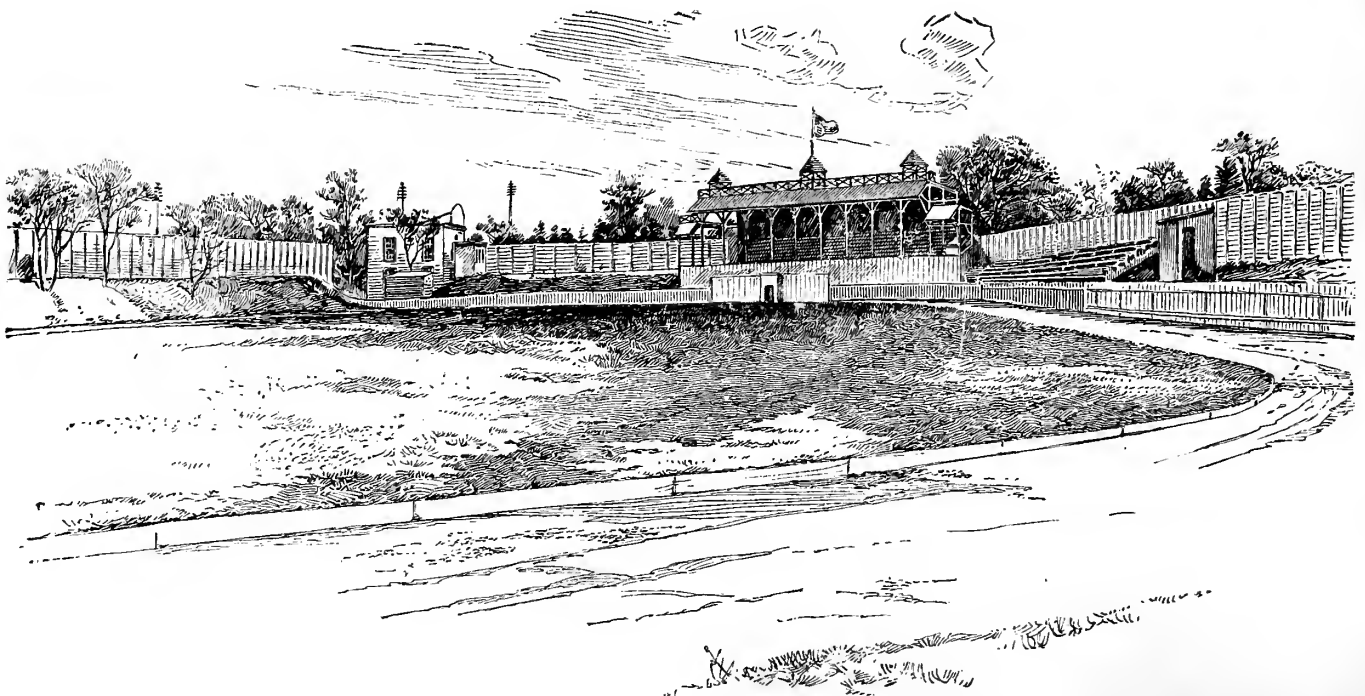
Karl Kron has a final fling at the C. T. C. this week. Aside from his reply to "L. B. G." there are some interesting facts to be found in his article. Many of our readers will agree with him on the League policy which he formulates and his denunciation of that fetich "Amateurism;" that is, as at present constituted will be read with interest.



MANHATTAN ATHLETIC CLUB HOUSE,
524 Fifth Ave., New York.



THE PARLOR.



THE GROUNDS.

MANHATTAN ATHLETIC CLUB.

The Manhattan Athletic Club, of whose club-house and grounds we present some sketches, is just now creating a stir in Gotham cycling circles, by the special inducements it is offering to wheelmen. As will be seen below, more fully detailed, this club is waiving its initiation fee of fifty dollars to wheelmen and so many of the fraternity have taken advantage of this munificent offer, that already the membership of the club has a leavening of cycling men. But there are doubtless many riders who have been wondering what the Manhattan Club is, and what advantages it has to offer, and it is to satisfy their natural curiosity that we publish a sketch of the club.

The Manhattan Athletic Club, was organized November 7, 1876, at the Knickerbocker Cottage on Sixth Avenue, the incorporators were George W. Carr, Geo. W. Thomas, Geo. D. Parmly, S. B. Pomeroy, W. C. France, Jr., Harry P. Pike, W. H. Griffen, E. G. Gurney and John Fraser. At the time of the Manhattan's organization, the prominent clubs of the metropolis were the New York, Scottish American, American and Harlem, and as the M. A. C., had been founded with the intention of making it the leading club, it was decided, to procure athletic grounds within the city limits, with a club house thereon for social purposes. After a long search, a long lease was secured of a plot of ground bounded by 56th and 57th Streets and 8th Avenue, and running some two hundred feet down the side streets. An eighth-mile cinder path was laid, and early in the Spring of '78, the club began to popularize athletically by giving a series of games, to which the public were admitted free of charge.

For the next few years the club made steady progress, increasing in membership, improving its grounds, etc., and shortly assumed the leading position in the Athletic world. Its "cherry diamond," which was early decided upon as the club emblem, became well-known all over the country, and when that brilliant runner L. E. Meyers flashed upon the athletic world, the fame of the club spread across the water. Indeed to no one man more than to Mr. Meyers, did the club owe its high position, athletically, and much of its strength was due to the athletes and admirers which that grand runner drew round him. In time, every man with athletic pretensions above ordinary, enrolled himself with the M. A. C. as a matter of course, and the majority of prizes were won by men wearing its colors. It is unnecessary, and perhaps might be uninteresting to the purely wheel reader to detail the club history and triumphs for the first ten years of its existence. Our readers are doubtless more interested in recent developments, so we will hurry on to the more inviting themes of the new club house, the boat house, etc.

Since the club's organization the managers have always had in mind and been ever anxious to accomplish the second object for which the club was formed, viz.; the establishment of a club house where gymnastics might be practiced and the social side of its members cultivated. But lack of funds, want of opportunity, and being thoroughly occupied athletically, had, until recently, made that impossible. Within the last year, the more prominent of its members determined that that feature of the club should become an established fact, and in anticipation of its consummation the Club, at their suggestion, adopted a new constitution and By-Laws, increasing its Board of Management to fifteen, and provided for the increasing of the initiation fee and dues when the club house should be taken. They were so active and successful in their efforts that on Nov. 8th, 1886, the club took a lease of No. 524 Fifth avenue, and on Nov. 20th, 1886, having meanwhile thoroughly equipped the house for social purposes and supplied it with apparatus for use as a parlor gymnasium, threw open to the members and friends, the doors of one of the finest club houses to be found in the city of New York, not erected or owned by the club themselves.

The house just south of Forty-fourth street on the west side of Fifth avenue, has a frontage of thirty-eight feet and a depth of ninety feet, and is four stories and basement in height. It is centrally located, on the most fashionable thoroughfare, being accessible from any point in the city by means of the elevated trains and car lines, and by its nearness to the Grand Central Depot, and direct connections by ferry to the outlying portions of the city across the Harlem, to Brooklyn and New Jersey. An impressive hallway on the first floor opens into a cosy reception room on the left, and to a magnificently decorated parlor of broad dimensions on the right, with a spacious and well equipped reading room in the rear of the parlor, and a pleasantly situated dining room with floor of hard wood finishing out the hallway in the rear, the reading room and dining room looking out on a neatly kept yard with the dimensions of thirty-eight feet by about thirty-five. The basement is devoted to a cafe, billiard room and bar, and the culinary department. The second floor comprises four large and tastefully decorated rooms, two in the front and two in the rear, with a large bath room and separate saloons adjoining each suit of rooms. The two front rooms are respectively devoted to chess and a smoking room exclusively. One of the rear rooms is the Board of Management meeting room, and the other the general card room.

We publish complimentary extracts from private letters, not from any personal motive, but to convince these who may see THE WHEEL for the first time, that its readers are perfectly satisfied that it is worth a dollar a year, and to assure advertisers that the paper is read from cover to cover. And by the way, we have striven to make our advertising columns interesting, by adding several additional ads. to each number. In our advertising columns may be found all that the cyclist needs, and he need not go outside of them to secure a mount or an outfit, and that reminds us to ask you all to please say: "I saw your ad." etc. It does a heap of good, you know, for the more confidence our advertisers have in the paper, the better we can afford to make it.

An important cycling event of the season, for which preparations are now in progress, will be the annual tour of the Minnesota State Division, which will start from St. Paul, June 20th. The route will be via Fort Snelling, Minnehaha, Minneapolis, Shakopee, Henderson, La Sueur, St. Peter, New Ulm, Redwood Falls, and Glencoe, occupying five days. The entire expense will not exceed \$15. A. W. Welles, of Redwood Falls, is the tour-master, and T. H. Merriam, of St. Paul, the captain of the Division. Further information can be obtained of the officers, or of S. F. Heath & Co., at their store. The tour cannot fail to be highly enjoyable, and its inexpensiveness places it within the reach of all wheelmen.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wine and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

The rooms on the third floor are used for private billiard and dining rooms. The two front rooms on the top floor, with a ceiling twelve feet in height, are thoroughly equipped as a parlor gymnasium, and on this floor also are two rooms which are devoted to and used by any celebrated athletes from any distant part of this country or Europe, guests of the Club. The opening on the 20th of November, was a great success, some eight or nine hundred people giving the Club the pleasure of their presence, and the congratulations and prophecies then indulged in by visiting friends as regards the social success of the Club, recalled those indulged in years ago as to the Club's success athletically, now so gloriously fulfilled. The entertainments which have been held by the Club on nearly every Saturday night since the opening, consisting of music, recitations, boxing and athletic exhibitions, together with the first ladies' reception, held on January 6th, 1887, and the first annual club dinner on January 21st, 1887, have received warm approval from all those who have been present at them and from the press.

The Club management has in contemplation the building, at an early day, of a boat house, a drawing and plans of which now adorn the walls of the reception room. A bowling team has been formed and is in active practice and will soon be ready to enter the lists against all comers. The challenge prizes contributed within a month for competition by the athletic members, surpass in beauty and number those given by any athletic club in this country. The privileges enjoyed by active members include all the benefits and advantages of a first-class club house and gymnasium at prices much below the average club rates for restaurant, cafe, billiards and pool, the use of the track and the grounds, and attendance at all the games and entertainments given by the Club.

Ever alive to the best interests of its members, and to furnishing them with whatever will give the greatest pleasure, the managers intend to continue these entertainments throughout the present and each succeeding Winter season, and by these means and the out-door sports at the track in the summer, bind the athletic element of the Club closely with the social element, in order that the best part of each may be more fully developed and cultivated, and that each may give to the other its strength and support, for the lasting benefit and perpetuity of the Club.

There are four classes of membership. First, life, conferred upon members for American and English championships. Second, active, which includes all privileges. Initiation fee \$50, dues \$40 per annum. Members of recognized athletic clubs, in the discretion of the Board, to athletes. Third, non-resident, which includes all privileges except voting and holding office. Persons residing within ten miles from New York City are not eligible to this class, for which the initiation fee is \$20 and dues \$20 per annum. Fourth, track, entitling members to all privileges of track and grounds. Initiation fee \$10, waived to athletes in the discretion of the Board; dues \$12 per annum.

The following letter will explain itself. We commend it to all wheelmen, among whom Mr. Sanford has been so long and favorably known. Applications for club membership should be addressed to him, care of M. A. C. 524 Fifth avenue.

"Dear Sir:—In recognition to the rapidly growing body of Wheelmen in this country and their consequent need for some rather more extended consideration at the hands of the athletic public in general, the Manhattan Athletic Club has, acting under suggestions from the undersigned, consented to further their views on the question and show their appreciation of the increasing importance of Cycling as a branch of Athletics proper, by opening the ranks of the Club and affording the facilities necessary for cycling interests; and in order to assure the wheeling fraternity of their good will and faith in the matter, have decided to waive the initiation fee of all classes of membership in favor of all eligible members of the League of American Wheelmen who may have been, or shall have been from this date, members of that association for the space of one year. Fully aware of the fact that, when they have made the cycling element one of the most prominent characteristics of the Club, and once formed the nucleus for that class of membership, they have no need for any further inducements than those which appear in their elegantly appointed Club House, and their extensive grounds and track.

"Starting thus as the Club does with the groundwork for an extensive and exhaustive membership, embracing, as it should, men and athletes from all sections of the land, its future and its possibilities have no bounds. I myself am certain of its success and I wish to convince others.

"Let me then extend to you on behalf of the Club and from myself personally a cordial and fraternal invitation to enroll your name and press your wheel beneath the flag of the "Cherry Diamond."

"Fraternally,

"BENJ. G. SANFORD

FROM THE ORANGES.

The Atlantas have offered a medal to their member making the largest year's record. Every morning the members of this club swarm up over the Orange roads, each man bent upon adding to his score. The other day I met three riding hurriedly in different directions.

It is understood that W. D. McCoy (formerly of McCoy & Williams) has disposed of his cycle business to L. H. Johnson. Mr. McCoy will continue his leather goods business, with a New York office, and Mr. Johnson will be the only cycle dealer in the Oranges. Consolidation is generally beneficial, and doubtless will prove so in this case.

C. W. Baldwin, last year the Secretary-Treasurer of the Wanderers, and this year Vice-President, was compelled by press of private business to resign the Vice-Presidency at their last meeting. He has been one of the best of workers, and will be missed. H. B. Thomas, another very active man, was elected Vice-President in his place. J. M. Gilmore has been elected to membership in the Wanderers.

The rain made a club run impossible last Saturday. The season will consequently be opened by the tricycle division to-morrow.

They tell here a story of a Philadelphia wheelman visiting a Boston friend, by whom he was shown all the unequalled attractions of the Hub. After all had been "done," and they were comfortably seated at a good dinner, they host inquired what his friend thought of Boston. The Philadelphian expressed himself well pleased, but after all, he added, "Boston is not laid out in such fine shape as is Philadelphia." Stung by the comparison, the Bostonian replied—"No, perhaps not, but when Boston gets to be as dead as Philadelphia we hope to be laid out as well."

I want to endorse the objections that "The Owl" makes to the vulgarisms which are creeping into the cycling press in some quarters. It is bad enough if such terms are in use among riders anywhere. It will certainly prove better for wheelmen in the end if they eschew all such terms as tend to bring them down to the level of the common "sporting character."

5678.

HARLEM WHEELMEN NOTES.

A "Grand Spring Smoker" is bulletined at the Harlem Wheelmen's club-house for this Friday evening. All wheelmen are invited, and special invitations have been extended to all the clubs composing the Road Racing Association. The house is in 124th St., just West of Seventh avenue, South side.

A special meeting has been called for Wednesday night to consider the question of increased club room. By acquiring the house next door, which is the plan at present proposed, we shall have as cosy and roomy a house as any wheelman could desire. It will afford us room for two wheel rooms, 20 x 30; a billiard room, 20 x 50, with room for three tables; four dressing rooms, 14 x 15 each, and two small rooms, besides the bath rooms. Such princely elbow room should attract all the unattached of this vicinity.

Messrs. Halstead, Powers and Parker have entered the five mile amateur bicycle handicap, to be held at the Twelfth Regiment

Armory, 62d St. and Ninth Avenue, on Monday evening, May 2. There is to be a professional event also, theatrically billed as between England and America. And now we are wondering who the professionals are who will compete.

To increase the interest of the members in the Inter-Club race on Decoration Day, gold medals have been offered for the first and second men of the team, no matter what their positions in the race at large may be.

Halsted climbed the long hill, stretching from Englewood Station to the top of the Palisades, on Sunday last. It was a hard pull and a long one, and I doubt if anyone besides Halstead has ever mastered it.

We intend to give Jonah's Club, otherwise the Elizabeth Wheelmen, a tight race on the lady membership question. A large number of the gentle ones have already joined the ranks, and we expect still others when the fact is generally known.

D. E. RICK.

REDUCED EXCURSION RATES TO ST. LOUIS.

Reduced Transportation Rates to St. Louis and return, granted to Members of the League of American Wheelmen only, to attend the Annual Convention at St. Louis May 20th and 21st.

On presentation of Certificate signed by Herbert W. Hayes, 91 State St., Boston, for wheelmen from Mass. and R. I., and by Geo. R. Bidwell, 313 W. 58th Street, for New York.

TO ST. LOUIS AND RETURN. From		SLEEPING CAR BERTH TO ST. LOUIS ONLY.
New York.	\$29.70	\$6.00
Newburgh, N. Y.	29.00	6.00
Highland (Poughk.)	29.00	6.00
Albany,	28.35	5.50
Utica,	28.35	5.00
Syracuse.	28.35	5.00
Rochester.	27.50	4.00
Buffalo.	28.00	4.00
Dunkirk.	26.95	4.00
Erie, Pa.	25.15	4.00
Boston, Mass.	35.00	6.50
Providence, R. I.	35.00	6.50
Worcester Mass.	34.00	6.50
Pitchburg,	34.00	6.50
Athol, "	33.50	6.50
Greenfield "	33.00	6.50
North Adams "	33.00	6.00
Cleveland, Ohio.	20.35	3.00
Dayton, "	14.60	2.00
Springfield, "	15.50	2.00
Indianapolis, Ind.	10.00	1.50
Terra Haute, "	8.05	1.50

Respectfully,

G. R. BIDWELL.

SALE OF THE "MARY ANN."

The 42 inch Standard Columbia, well-known to the pupils of the Pope Mfg Co.'s Warren St. school, was sold last week. This wheel had been used for more than five years for teaching purposes, and hundreds of prominent New York and Brooklyn wheelmen were taught to ride on the "Mary Ann," among them being the following gentlemen:

Dr. N. M. Beckwith, President of the L. A. W.; Edw. Pettus, ex-Captain K. C. W.; W. H. Book, A. E. Paillard, Philip Fontaine, Jimmy Burdett, of the Citizens; Revs. Geo. and Hugh Pentecost and Rev. T. McKee Brown, Dr. F. S. Grant, Paul Potter, of *Town Topics*; Nat. Goodwin, of Black Flag fame; G. W. Mabie, W. W. Share, L. I. W.; E. N. Blue, of *Puck*; Edwin Oliver, Capt.

S. W. Hawkins, Chas. E. Kluge, of Star fame; Dr. E. W. Johnson, Chief-Consul of N. J.; Captain T. C. Smith, of Citizens; Irving Halsted, Capt. of the Harlem Wheelmen; Tom. Ellison, M. L. Bridgman, Eugene Valentine, Jno. C. Gulick, of the L. A. W. Executive Committee; Professor Speedwell, the trick rider; Chas. Stenken, H. C. Wheelmen; 60 inch Donaldson, E. A. Bradford, of *N. Y. Times*; J. O. Jimenis, A. E. Roe, the trick rider; Treas. Huggins, L. I. W., Poultney Bigelow, of *Outing*; and hosts of others.

"Mary Ann" has put on a new polonaise and gone to New Jersey to lead a quiet life. May her fame pass into history.

HER PHYSICIANS ADVISED A TRICYCLE.

SHE RIDES 2,000 MILES AND IS CURED OF RHEUMATISM.

Louisville, Ky., April 25.

G. B. Mason and wife arrived here to-day, having ridden on tricycles from their plantation near New Orleans. Their route was up the west side of the Mississippi to Iowa, and from there they are passing through to Chattanooga. They have ridden nearly two thousand miles, averaging thirty miles a day. They will take the cars here. Mrs. Mason has suffered with severe inflammatory rheumatism, and tricycle riding was recommended by her physician. She seems entirely cured.—*N. Y. World.*

UP ALBANY WAY.

Mr. James Beadley, of the Wheelmen, and the local repairer, has received the agency for the new Apollo Safety, and has already booked several orders.

Spring riding was inaugurated last Sunday by a half dozen of the wheelmen taking a spin to Sloan's, on the plank road.

Mr. Scattergood, of the Bi. Club, accompanied the party on a Singer's S. S. tricycle, the first one seen in this neighborhood.

The Albany Bi. Club takes possession of their new quarters on May 1.

Mr. I. B. Potter, of Brooklyn, called on the writer last week in relation to the bill before the Legislature, and reported matters as progressing favorably.

The petitions are being actively circulated here, and Mr. Scattergood has secured the names of a large number of assemblymen upon his.

Messrs. Coon, of Troy, and Gallien, of Albany, although not upon the regular ticket, were elected by a large majority at the recent election, the results of which have not yet been published in the *Bulletin*. Why?

"TOILER."

Messrs. Stoddard, Lovering & Co., recently received an order from one firm for a dozen Rudge Bicyclettes.—*Adv.*

Dr. A. F. Wyman of New Bedford, writes "The Rudge Bicyclette gives me the best of satisfaction. It is a coming favorite.—*Adv.*"

A prominent Western bicycle agent writes to Stoddard, Lovering & Co., as follows:—"Please send me two more Townsend saddles and springs. Those who have tried them on the Rudge Bicycle say it is the easiest thing yet and riders are surprised at the effect on our rough roads and cobble stones."—*Adv.*

A FORGER AND A DEFAULTER.

"C. T. C." vs. "L. A. W."

EDITOR OF THE WHEEL.—As I have staked a solid \$10,000 on my belief that wheelmen are an exceptionally honest and intelligent part of the population, and as I shall be financially crippled if that stake proves to be a *mis*-take, I may be pardoned for feeling some personal anxiety at any apparent lack of inclination on the part of organized wheelmen to rebuke their representative rascals.

In England, "the wicked flourish for a season," which seems to last rather longer than in this country. The struggle for existence is fiercer there than here, and when exposure comes to the sinful games of a man who is "on the make," he is strongly tempted to "brazen it out," at any cost of self-respect, because, if he loses his grip on the salary, he knows it will not be easy for him to get another.

As long ago as November 23d, 1886, the London *Times*, (which is the most carefully written and expensively edited daily newspaper in the world, and whose law court reports are known to be trustworthy,) announced that, on the previous day, "the Secretary-Editor of the C. T. C.," while under oath in the witness-box, confessed to having printed a forged letter in his *Gazette*; and that the presiding judge, Mr. Justice Wills, thereupon rebuked him most bitterly, for having "indulged in the lowest and vilest abuse of the worst form of journalism," and told him it was useless to insult the intelligence of the jury by trying to appear before them any longer, (as plaintiff for damages in a libel suit, against the same man towards whom he had printed the false abuse).

"Kicked out of court," thus summarily, "the Secretary-Editor" nevertheless keeps a tight clutch on his ownership of the "C. T. C. badge-and-breeches business," nearly a half-year after his disgrace, and seems to think that the brand of it will at last wear away, and be forgotten. Of course, he has never allowed any intimation of the forgery, and of the angry judge's reprimand, to appear in his *Gazette*, and, as he awards the contract for printing this to Iliffe & Son, (known as "the Coventry ring"), who are the owners of the *Cyclist* and *Bi. News*, he effectually muzzles these two papers also.

Still, I suppose his dupes will finally find him out, and after that, they may find some way of "firing him out." Until then, "C. T. C." may be interpreted as meaning "Council that Conceals;" for this headless mob called "the Council (123 scattered members, ruled by a quorum of 5, *i. e.*, by 3 of the 5,) is merely a mask behind which the "Secretary-Editor" touts for gudgeons in foreign lands. As a final stroke of humor in the case, it need only be added that this forger, whom the indignant judge dismissed from court to public scorn, is an ardent advocate of that hollowest of humbugs, "amateurism." He plumes himself on his social superiority to honest men, who win honest prizes on the race-path!

The infinite superiority of our American L. A. W. (both as regards its governing rules, and as regards the moral force behind them,) to this English trading concern called "C. T. C.," is clearly shown in the "Statement of the Executive Committee," which covers six pages of fine type in the *Bulletin* of March 11th, 1887, and which explains the

process of attempting to get rid of an unworthy officer without public scandal. The letter of June 16th, 1886, (printed as a part of the "Statement," on page 201 of the *Bulletin*), in which the Secretary-Editor confessed a defalcation of "at least \$4,500 of money belonging to the L. A. W.," was quite as startling as the Englishman's C. T. C. confession of forgery; but, it had a different result. The proper officers bestirred themselves to get back the money, and then to remove the culprit. No one who has read his letter pretends to criticize their action, except on the score of its slowness. No wheelmen in America presume to say that a self-confessed defaulter should be kept in a public position, as their representative; and it is safe to assert that they would not tolerate a self-confessed forger in that position, such as the English wheelmen have tolerated for exactly five months.

I have been led to write the foregoing truisms as a sort of response to the "Coo" of my Minneapolis friend, "L. B. G.," wasted to me by your paper of this date. I send to him also, by to-day's mail, a copy of the April *Wheelmen's Gazette*, containing my seven columns of statistics and opinions concerning the "C. T. C.," and I hope that a study of the same, may make clear to him the utter powerlessness of "the Council," except as a cloak for concealing the mis-deeds of the autocratic "Secretary-Editor," who issues his decrees in their name. When Boss Tweed captured and ruled this metropolis, twenty years ago, he worked his schemes in the name of Aldermen, under the usual form of law. Not only that, but some of the largest and most respected property owners of the city, united in giving him a "vote of confidence," when they had every reason to believe he was stealing the public funds. Yet their testimonials did not make his thefts anything other than thefts; and no amount of palaver from "the Council" in London can cover up the forgery which Mr. Justice Wills proclaimed to the world on the 22d of last November. So long as the forger whom he denounced is allowed to control "the C. T. C.," it stands condemned before the world. In regard to him, and in regard to the person whom the L. A. W. dismissed (publicly and with uproar, since he refused to go privately and decorously,) let it be remembered, that each man is his own worst enemy,—each man has built the bed which he lies upon. There is no enmity and no abuse involved in my dispassionately presenting the facts of these two deplorable cases to the cycling world. "Not I, but the truth, condemns them!"

"L. B. G." is not strictly accurate in saying "the ex-Secretary-Editor was retained in office for a long time after a much graver fault, (defalcations of "at least \$4,500 of the League money,") had been fully acknowledged by him; and no one seems to consider this as reflective on the L. A. W. as a body. In fact, the L. A. W. as a body knew nothing about the fault, until he had been gotten rid of; and I insist that, before anyone condemns the Executive Committee for not getting rid of him sooner, full allowance should be given for their difficulties in the case. If, after the actual publication of the self-incriminating letter, the League had retained him as Secretary-Editor, it would have been in the same pitiable plight that the C. T. C. is in; and every man who canvassed for new members, would have to be

classed on the moral plane of the bunkco-steerer.

The slow-going Englishmen can be trusted to attend to their own funeral, "when they get good and ready," and I have no doubt that they will then plant the corpse at a satisfactory depth. Meanwhile, I think that honest Americans will best consult their own self-respect, by declining to send across the ocean any cash which will have the remote moral effect of a "testimonial in favor of forgery."

The lesson which both these wretched downfalls ought to teach the League, is the desirability of doing as little trading as possible—of handling as little money as possible. To trade successfully—to handle money wisely—requires a higher order of executive ability than the League can afford to pay for; it requires a greater centralization of government, (*i. e.*, the one-man power) than League members will submit to. The State Division Road Books are extremely creditable and useful productions. The C. T. C. has never done anything which can compare with them as an aid to touring. But the League uniform and newspaper have proved unfortunate ventures, and ought to be left to private enterprise, like the badge. "Let the breeches-business alone, and give more money to roads and touring," say I.

Washington Sq., N. Y. April 22, '87.

KARL KRON.

NEARING THE FINISH.

Karl Kron's latest bulletin to this office, dated last Monday, April 25th, says: "To-day, three years and three months since THE WHEEL of Jan. 25, 1884, gave a free advertisement of my prospectus to the League, I expect to send my printer the final pages of the final index; and on Thursday I hope to drive my bicycle for forty miles to West Springfield, Mass., which will be my residence during May, while I am attending to the distribution of "X.M. Miles." I've not seen my wheel since I left it at Meriden, Conn., on the 15th of February, after a two-day ride of fifty miles, over the ice and snow; but I presume it has not run away.

I hope to begin sending out books at the rate of 200 a day, within three weeks from now. New Yorkers who are curious to see the advance pages of the main text ("800 pages, of 565,000 words"), can examine the same at G. R. Bidwell's, 315 West 58th st., and at the Pope Mfg. Co's., 12 Warren st., together with many of the proofs of the "80 pages of index." All members of New York clubs, and all residents above 41st st., will call for their copies at the former place, and all non-club residents below 42d street will find their autograph copies awaiting them at the down-town agency. The actual arrival of the volumes will be duly heralded in the advertising columns of all the cycling papers.

As to the quality thereof, I may be pardoned for quoting what an elderly English writer prints in this month's issue of the *Wayfarer* (quarterly magazine of the "Society of Cyclists"), after an inspection of the advance sheets: "It is really the Domsday Book of Cycling, and will be accepted as a genuine classic." I hope, however, that my own day of doom will not arrive until I've got the 30,000 copies sold."

SPRING.

The wild flowers are a' growing
In the forest cool and sweet,
The brooklet is a brookling
Adown the forest street.
The milch cows are a milching
In the meadows green and cool,
And the tadpoles are a taddling
In the shallow, swampy pool.

The blue bird is a tootling
His tootle on the lea,
The bumble bee is bumbling
His bumble wild and free.
The bullfrog he is croaking
His croak within the bog,
And the snapping turtle turtling
His turtle on a log.

The straddle bug is straddling
Along the kitchen wall,
The dew drops are a dropping
Where early peewits call.
The joyous boarding missus
With a towel around her head,
Is squirting now some hellebore
About the boarders bed.

The cycle rider's cycling,
O'er soft and crummy roads,
And the tricyclist is triking
As on, her wheel she goads.
The club men are a clubbing
And around us bells do ring,
The wheels do hum their humming
For here we are in Spring.

CLEMENTINE.

Toronto, Can

THE EASTERN ROAD CLUB.

HISTORY OF ITS FORMATION.

At a meeting held April 8, '87, of delegates from the Boston, Somerville, Dorchester, Chelsea, Newton, Suffolk, Cambridge, and Brookline Clubs, the Eastern Road Club was formed, with the above clubs as charter members, and the same privilege being granted to the Massachusetts, Wakefield and other Clubs which were represented at the meeting, but not by delegates who had full power to act for their respective clubs.

At a previous meeting, a committee was appointed to draft a constitution and by-laws, and at this meeting of April 8, their report was partially read and adopted, but owing to the lateness of the hour, the latter part of the report was laid on the table until the next meeting, April 15. After appointing a committee to nominate a list of officers, the meeting adjourned until April 15.

The meeting of April 15 was called to order by Mr. E. G. Whitney, and after the report of the previous meeting was read and approved, the election of officers was called for, with the following result:

President, G. L. Haynes, Dorchester Bi. Club; Vice-President, L. A. Frost, Chelsea Bi. Club; Sec.-Treasurer, W. R. Maxwell, Somerville Cycle Club; Ex. Committee, E. G. Whitney, Boston Bi. Club, W. Kirk Corey, Brookline Bi. Club; C. L. Smith, Cambridge Bi. Club; P. L. Aubin, Newton Bi. Club and A. G. Collins, Suffolk Bi. Club.

The Executive Committee also contains the President Vice-President, Sec.-Treasurer, and one other member who has not yet been elected, making nine in all.

Mr. G. L. Haynes took the chair and the business of the evening was proceeded with. The constitution and by-laws were adopted, but as there may be some changes made in them at the next meeting, I will wait till after that meeting and send you a complete copy of.

The initiation fee is \$5 and the annual dues \$10, payable in advance. There is a limit of twenty-five clubs to our membership, but probably only the clubs in the vicinity of Boston will become members. Each club is allowed two delegates at the business meetings, and each delegate has one vote, with proxies allowed.

Each club can enter three men as their representative team, and the team winning the greatest number of points is to be declared the winner, the points to be counted as follows: The first man to count as many points as there are men in the race, and each following man to count one point less than his leader.

The dates of races will be fully decided upon at the next meeting.

I hope that the foregoing will be acceptable this time, and after the next meeting (April 23) I will forward you a full report of our constitution and by-laws, which at that time will probably include the dates of business meetings, a full charter membership, and also the dates of the race meetings. Our course is twenty-five miles, but has not been laid out yet.

W. R. MAXWELL, Secretary E. R. Club.

SOMETHING ABOUT THE LEAGUE MEET.

The programme of the League meet will be out about the first week in May, which will give everybody ample time to get thoroughly informed as to the details of the two days' proceedings. Every member of the L. A. W. will have a copy mailed him as soon as they are issued. The exact date of mailing will be announced later.

The membership will be pleased to learn that the steamer Charles P. Chouteau, the largest as well as the most famous on the Mississippi, has been formally secured for the big moonlight excursion down the river to Monticano Springs Friday night of the meet. The accommodations this grand boat can offer for promenading, dancing, and a general reunion-activity are so spacious that the trip will be made the more enjoyable the larger the party of excursionists.

The excursion will be the object point of the day's runs. The run from DeSoto, for which cars will be taken early in the morning, will catch the steamboat at Montesano. The run leaving the Missouri Club-house at one p.m. will be down the DeSoto road to the Springs, where the athletic overlancers will join the boat people and float back to the city on the silvery sheen of the river. These two runs, one coming half-way up from DeSoto, and the other going half-way down, will give everybody a chance to see some portion of this celebrated highway. Some of the elevated coasts will prove it to be a most entrancing (high)-way.

The route of the parade on Saturday will take the shining wheels through the best business and residence portions of the city. Starting at 20th Street, the line will go to within three blocks of the river, and will thus pass along the busiest thoroughfares. This portion of the parade will be as enjoyable to the riders as to the spectators, as the square granite is never hard to ride except when sprinkled, and Prof. Stone, Chairman of the Parade Committee, has arranged with the city authorities so that there will be no sprinkling that day along the route until after the parade has passed. This favor was extended by the authorities last Fall for the Illuminated Night Parade, and it will be remembered that there was not a break in the line. At Fourteenth Street the parade will return to the asphalt, and on this smooth surface will move along to Thirty-sixth Street, Grand avenue, where the beautiful Lindell Boulevard will be reached, affording over a mile of delightful riding through the country to Forest Park. This is the second largest park in America, and is distinguished by the fact that it shades off into genuine woods and wild scenery. The elegant gravelled drives, the inspiring coasts, and the lovely levels will gladden every cyclist's heart and wreath his face in smiles in preparation for the photograph, which will be taken at the park immediately after the paraders have toyed sufficiently with a picnic lunch, which will be spread in some famous corner of the park, possibly near the header-worn slopes of "Nigger Hill," or within sight of the renowned "Pump."

The banquet in the evening at the Lindell will be supplied with the best oratory in the market, contributed by the Mayor, the "City Fathers," and the leading lights of all professions. The relation of the wheel to all the pursuits of human life will be graphically and rhetorically set forth around one of the largest banqueting boards that have ever mingled their savory odors with cycling reminiscences.

Keep your eye open for the Meet Programme, and when it downs upon your horizon, get up and prepare to dress for a trip to the 1887 Meet!

PRESS COMMITTEE.

St. Louis, Mo., April 21, 1887.

Singers "Victoria," which started as "four-in-hand" has been increased to a "ten-in-hand." It passes everything on the road.

NORTH-WESTERN ITEMS.

Winona Wheelmen feel wrathful and sorrowful over the prospect of losing their track, which has cost them over \$400 in cash, and countless dollars in time and labor. It seems the lot on which it is laid out has been sold during a recent real estate boom in that city, and is to be laid out in building lots. As the Winona Wheelmen hold a lease till April, '88, they are inclined to test the legality of its conveyance to other parties, and get some remuneration, in the shape of hard cash, if they are doomed to lose their track. The club is out of debt at present, and with a balance ahead. To lose all the time and money expended on their track would be a great annoyance, and leave the North-West without a decent out-door track. There has been much talk of building a good quarter-mile track in this city—Minneapolis—but it has resulted in nothing as yet.

"Yesterday many wheelmen took advantage of the bright day, and might have been seen wheeling merrily in the neighborhood of Nicollet and Hennepin avenues. Minneapolis promises to become as great a Western wheeling center as St. Louis or Chicago, and it only requires that the people become thoroughly educated up to the benefits of the wheel, when it will be very popular here. Yesterday a pretty young lady might have been seen in a store that makes a specialty of cycling goods, inquiring about the different makes of ladies' tricycles. She was a lady too, and none of your cheap imitations. The tricycle is a popular means of locomotion in England and the Eastern States, and it is only a question of time when all foolish objections will be over-ruled and the tricycle will take the place it deserves as a delightful and fascinating source of pleasure and a practical means of locomotion for our fair sisters, cousins and aunts."

The above choice item, from the *Minneapolis Tribune*, shows that a more sensible view of the wheel's presence and use is beginning to be taken by the people at large, and the influential part of them represented by the daily press.

These times were made at races held at Washington Rink on Saturday evening for Armaindo's benefit. About 700 people were present; races occurred in order given:

Two Miles, Professional: Grant Bell, 6m. 54s.; C. H. Mosher, second, by about thirty feet.

One Mile, Amateur: J. W. Hays, 3m. 21s.; J. R. Stockdale, second, time not taken.

One Mile, Amateur: Colie Bell, 3m. 25s.; L. Lindell, second.

Two Mile, Amateur: E. A. Savage, 6m. 35s.; E. J. Hale, second, time not taken.

Two Mile, Professional: Fred. Straub, 6m. 39s.; John Snider, second.

Two Mile, Professional: Albert Shock, 6m. 41s.; Louis Armaindo, second.

L. B. G.

FURNIVAL RACING AGAIN.—Percy Furnival, made his first appearance on the path this season at Bishop's Stortford Sports. The event was a two miles amateur handicap, with Furnival at scratch. The course was of grass, soggy and hilly, and Furnival won as he liked in about "nine minutes."

Mr. Karl Kron presents us with an unbound copy of his book, which as he announces in another column, is about ready for distribution. The work is monumental and will long remain the cyclopedia of the sport. We shall give it careful reading.

The English racing season is fairly opened. Americans will be pleased to learn that nearly all, if not all of last year's cracks will be seen upon the path this year. Both Furnival, Cripps and Illston have already scored victories. The latter has shown the best form thus far, having won a mile handicap in 2m. 44s. and ridden second in a three mile handicap, the time of which was 8m. 38s.

Mr. George H. Day was on Friday elected president of the Weed Sewing Machine Company of Hartford. Mr. Day began his connection with that company as assistant Secretary, and was subsequently elected to the full office, which position he held for eight years. For the past six years he has been manager of the bicycle department, and three years ago was chosen Treasurer. Mr. Day has long enjoyed the reputation of being the best-informed practical bicycle man in America. We had the pleasure of seeing Mr. Day three years since at the Speedwell Show.—*The Cyclist*.

nection, 11:50 a. m. Marshalltown, Ia., C. I. R. R., 4:40 p. m. Oskaloosa, Ia., 7:10. Givin, Des Moines connection, 7:25 p. m. Ottumwa 8:10 p. m., W. St. L. & P. Ry., arriving St. Louis 7:00 Friday morning. By reference to map of the Minnesota & Northwestern & Central Iowa system, forming through line from the north to St. Louis, it will be seen that connection can be made with this train from all middle Iowa and Minnesota points.

FROM WISCONSIN.—Leave Meonah 11 p. m. and Oshkosh 11:25 Wednesday evening; via Wisconsin Central R. R. Arrive Chicago 7 o'clock Thursday morning. Join eastern party in tour of the boulevards starting at 10 a. m. from Leland Hotel. Leave for St. Louis on evening C. & A. train.

FROM CHICAGO 9 o'clock evening Chicago & Alton train. Assemble at Lehigh Hotel before start.

FROM OMAHA AND KANSAS CITY.—Leave Omaha 11 Thursday morning via Missouri Pacific Ry. Passing Kansas City at 8:25 p. m. Arrive St. Louis 6:40 Friday morning.

DOWN THE MISSISSIPPI RIVER.—Water in the Mississippi being high in May, regular time is made. Steamer will leave from Rock Island, Muscatine and Burlington, arriving St. Louis Friday Morning. At this writing steamers not yet in commission, but will be running in May.

TRANSPORTATION COMMITTEE L. A. W. April 16, 1887.

THE RIGHTS AND PRIVILEGES BILL.

The R. and P. bill has been reported favorably by the committee, and will come up for a final decision on Monday night. Mr. Potter who has charge of the bill reports that there is no opposition from the lobby, and this, with the report of the committee, almost assures the passage of the bill. The petitions that have been circulated should be sent in *at once* to Mr. Geo. R. Bidwell, 313 West 58th Street.

THEY GIVE THEIR READERS NEWS.

QUERY: DO WE?

We extract the following interesting paragraph from our esteemed Boston contemporary, the *Bicycling World*:

"We do not know whether our readers like "extracts" from "private letters," but we can fill them up à la Prial if they hanker after such. We can "extract" the fact that Jones of Podunk cannot eat or sleep on Fridays until his *World* comes to hand. How Peace and Prosperity are assured only to the millions of those who read the *World*. We could "extract" lots of rot just like this, but we prefer to save our space, and give our readers news."

The following bit of mathematics may be of interest:

<i>Bicycling World</i> . NUMBER OF WORDS.	DATE.	THE WHEEL. NUMBER OF WORDS.
13,900	April 1	18,950
14,500	April 8	19,150
14,500	April 15	21,900
13,750	April 22	17,900
56,650	Total	77,900

The difference is just 21,250 words in THE WHEEL's favor; over 5,000 words per week. As to whether these words are merely words, we leave it to the reader. We will continue, as heretofore, to publish *more news* than any other cycling paper, and throw in selected extracts from private letters, gratis, as long as our readers are kind enough to favor us.

PHILADELPHIA POINTERS.

"Our kindly feeling for our brother wheelmen in Scranton is, however, increased by the fact that, by an unguarded slip of the pen, "Lackawanna" reveals himself to us as the unhappy Philadelphian who has formerly courted fame over the name of "Dixie." WISSAHICKON, in *American Pervicator*.

Ho! Ho! Ho! But you're way off the track Mr. Sissy-wickon, I rather guess the Scranton production is surprised, and not much flattered at the above. Methinks I can hear "Lackawanna" grin. I am sure I feel duly honored. Bless your little heart Johnny, I never was in Scranton in my life and don't care to go there. I knew only one man hailing from that port and can't say that I like him.

The rear-driving, or Rover-typed Safety is going to be the principal wheel for older riders in this section. From present indications there will be thirty or forty of the little two-wheelers put on the road the present season. The Ivel, as built for the English trade, does not give satisfaction here, owing doubtless to the light weight of the machine and small rubbers. The Rover is heavier but no stronger. The New Rapid Safety is put together right and should be a good one, but there are many of us who are anxiously awaiting the first appearance of the Victor Safety. If the Overman folks have succeeded in making a spring fork that is perfectly rigid *laterally*—that is, will not give an inch or so before the wheel commences to turn in obedience to the turn of the steering bar—they have a success. Mr. Frank Reed, Ewing Miller, Dr. Kerr and quite a number of other older riders of the ordinary, will be likely to give it up for the smaller machine this year.

The Columbia tandem has been received here, and is receiving favorable comment. It is a beautifully finished wheel, looks stout and good, and after the manner of the Pope machines should be durable; something of an innovation in the tandem line. If the genial Colonel will permit me however, I should like to suggest to him that for such a country as this, the pedals and trailing rod should be further from the ground. The dress guard does not look to be sufficient either. With this slight defect remedied the mount would be a hard one to beat.

The road race of the University Bicycle Club was to have been run on Saturday, but is postponed until Monday on account of the weather; it will be twenty-five miles out and in on the Lancaster Pike, starting and finishing at Bryn Mawr. Page, the jumper has withdrawn, and the contest now is between Keen and Whitaker. DIXEY.

WHEEL NEWS STANDS.

- Vesey St. and Broadway, St. Paul's Church.
- Astor House, Broadway side.
- Park Place, Sixth Ave. "L" Station.
- Brooklyn Bridge Entrance.
- Chambers St. and West Broadway.
- Chambers and West Streets.
- Murray and West Streets.
- Barclay and West Streets.
- Cortlandt and West Streets.
- Wall and Nassau Streets.
- Broadway, No. 71, "L" Arcade.
- Fulton and Nassau Streets.
- Fulton and South Streets.
- Wall Street Ferry.
- Cortlandt Street, No. 45.

WHEEL GOSSIP.

W. A. Rowe commenced training at the Lynn track on last Monday.

The Massachusetts Club held an athletic entertainment last night.

The new Boston Athletic Club will have ample accommodation for bicycles and tricycles.

The Dorchester, Mass., Club, is looking for larger headquarters.

The Somerville Cycle Club held its last "Ladies' Night" of the season on last Wednesday evening.

"CYCLERS BEST" is a polish which all the wheelmen are looking for. See Advertisement.

The London papers announce the arrival of Mr. Poultney Bigelow and wife.

An expert machinist and repairer is wanted. See advertising column.

The Chelsea, Mass., Cycle Club had a run to So. Natick on Sunday. Dinner was served at Bailey's Hotel.

The Boscobel Club, Lynn, Mass., held a Reception at Exchange Hall last Friday evening.

Mr. William T. Baird, of the Orange Wanderers has joined the ranks of the Benedicts.

One of the Legislature features of the St. Louis meet will probably be an attempt to liberalize the amateur definition.

Omaha, Neb., has a half mile track at the Driving Park, on which a tournament will be held in June.

The best portrait of J. Shillington Prince which has come to our notice, is one in the *Omaha Chronicle*, which modestly announces itself as "A sporting and dramatic authority."

John S. Prince writes: "To whom it may concern: I hereby challenge any man in America to race on bicycles for \$100 to \$500 a side." As it don't concern us, we pass it along.

"Thus it happens that we go abroad for our news and extract the following description of the "Fa, cile" tricycle from an American contemporary, THE WHEEL:—*Tricycle Journal*.

We have been permitted to examine the new Excelsior cyclometer, which Mr. Frederick Jenkins will put on the market in two weeks. It is a beauty, and those who have waited for it will be repaid for their patience.

We want to know what has become of all those "tickets," with which our Western contemporaries decorated their editorial pages, and which they have lately hauled down. It seems they have agreed on Messrs. Kirkpatrick, Hayes and Bidwell, which was the slate published in THE WHEEL, early in February.

The Cleveland Bicycle Club gave an athletic and bicycle entertainment on Saturday evening April 16th. The programme was as follows: Tumbling exhibition: Messrs. T. H. Boggis, W. H. Cushing and Chas. Blanchard. Horizontal Bars: Prof. A. Van Cleve and Mr. L. Morse. Fancy Riding: Mr. T. H. Boggis. Drill by the Club's team. Vocal and instrumental music.

AN OPENING.—Messrs. Schwalbach & Willdig's oft-postponed "opening" came off last Saturday with *celat*, also with rain; in fact, there was more rain than *celat*. The first act opened at eight, with greek fire outside the house, and packed humanity and hilarity inside. The play proceeded right merrily till 1:30 a. m., and abounded in funny situations. An informal entertainment was given. Some sang, some played banjos, and violins, other fractured old church-bells, which is Newark, [N. J. Ed.] for chestnuts. Ice-cream was there in abundance, cake by the acre, sandwiches by the car-load, and beer, ah! beer flowed with a Niagara-like superfluity. Mr. Will Ball-Bearing Atwell came on from Boston, and hob-nobbed all the evening with Charles New Mail Schwalbach. Mr. Perfection Willdigg looked after the comfort of the guests. Several speeches were made, which brought down the house, figuratively, of course. The sparrows of Prospect Park are still twittering at the sight they saw at 1:30 a. m., when the "opening" broke up; a few score of young men, trying to mount bicycles, and trying vainly.

Messrs. Bartlett & McDonald have a good stand at 125th street and Sixth avenue. They report business far beyond their expectation. Their latest acquisition is the New York Agency for the popular "Singer" wheels.

Mr. Frank White, of Spalding's, has just recovered from a serious illness.

Mr. E. W. Johnson was recently elected Captain of the Hudson County Wheelmen, at a special meeting held for the purpose. Mr. J. has long been in harness, and is quite willing to retire on his laurels, but his club-mates cannot see it in the proper light.

Mr. Arthur Peregó has just returned from a trip "abroad," whither he goes every year to knock about for a few months.

The miscellaneous manner in which cycling journals are scattered around on some club-room tables, reflects anything but credit on the club. Binders are not very costly, and are good for several years wear. We will make special rates to any one, on one or more "Common Sense" binders.

Owing to the large measure of success which has attended Stevens' maiden efforts on the lecture platform, Major Pond, the celebrated New York lecture manager, has made an engagement with Stevens to manage all his lectures. The Major has managed Henry Ward Beecher, Henry M. Stanley, Geo. W. Cable, and many others.

Stevens is contributing a series of cycling articles to *Harpers' Young People*. He writes us that his book is almost ready.

The chirography of Thomas Stevens and Karl Kron is much alike. This is complimentary to neither party. But they can console themselves that Henry Ducker discounts both of them.

An Unanswerable Argument.—First Omaha Man—"Humph! The idea of spending \$200 for a bicycle for your boy. You'll ruin him."

Second Omaha Man—"On the contrary: I desire to keep him out of bad company."

"What good will that new-fangled contrivance do any one, I'd like to know? He can go where he pleases with it."

"Did you ever hear of a young man coming home drunk on a bicycle?"—*Omaha World*.

"THE WHEEL is all I could ask for in the way of good cycling reading, and a source of news."—*Selected extract from private letter.*

"Permit me to say that THE WHEEL is to-day, so far as I can see, the best of the cycling papers."—*Selected extract from private letter.*

Messrs. Wm. Read & Sons, have issued a new 1887 catalogue, containing full descriptions and illustrations of the New Mail.

"Let me congratulate you on THE WHEEL. It is getting better every time."—*Selected extract from private postal card.*

The Ixion's held a successful entertainment last Thursday night.

The initials: "R. R. R." are as familiar as the old-fashioned alliteration: "readin', ritin' and rithmetic." Radway's Ready Relief is all that its title implies and is guaranteed to cure the worst pains in from one to twenty minutes. It is SPECIALLY in favor with wheelmen, being beneficial as a lubricant for sore and strained muscles.

It is sold everywhere, at druggists, gents outfitters and dry goods stores. We mean the Wenck's perfume. Ask for it and take no other.

E. F. Landy, of Cincinnati, will represent Yale College in the inter-collegiate contest.

"I consider THE WHEEL as much a necessity as a daily paper to anyone who wishes to be up in cycling matters. It is the only one that is thoroughly abreast of the times, and is superior, in my opinion, to all the others put together, *Bulletin* included." And this is voicing the opinion of several members of our club, (Brooklyn Bi. Club, Ed.) with whom I happened to speak.—*Selected extract from private letters.*

"We consider THE WHEEL one of the best of our advertising mediums."—*Selected extract from advertiser's letter.*

The League Committee are busy at work, examining the twenty-one bids made for the League Outfit. It is expected that a decision will be reached within a day or two. Among the firms who have bid, are the following: Messrs. Browning King & Co., Spalding Bros., Ira Peregó, and Devlin & Co.

Messrs. Theo. Goetze & Co.'s bicycle hose, may be bought at all the leading uniformists and outfitters. Of course, there are cheaper hose than the "Goetze," but it is well known that in most cases, a cheap thing is the dearest in the long run.

The New York State Division will probably hold a State Camp, in August, at Cooperstown, N. Y., if the proper arrangements can be made.

This week we present illustrations, pictorial and otherwise, of what the Manhattan Athletic Club is offering to wheelmen. Many cyclists have already sent in their names, and incoming wheelmen will find themselves at home at the Manhattan Club rooms. Next week we shall present a picture of the Long Island Wheelmen's Club House, the front elevation as well as the ground plans of the three floors, a model for club-building committees to ponder over. Later on, the Kings County Wheelmen will have an inning.

We are indebted to Mr. Bassett for sending us the results of the League elections contemporaneous with their appearance in the *Bulletin*.

CANADIAN TOUR, 1887.—Frank Elwell is planning for another tour next summer. The route as now outlined is as follows: Rail to Edmundston, New Brunswick; wheel to Riviere du Loupe, on the St. Lawrence; two days on the Saguenay and St. Lawrence Rivers; two days at old and historical city of Quebec, visiting the Falls of Montmorency, reached by one of the best roads in North America. From Quebec through the French settlements of the Province of Quebec, and down the Kennebec valley, over a portion of the route of Kennebec tour of 1884, to North Anson, Me., where train will be taken for Boston and way stations. An average of thirty miles will be wheeled each day. The expenses of the trip from Boston will not exceed \$50.—*Boston Globe*.

English Wheelmen have organized a volunteer military cycling corps. The preliminary manoeuvres have been gone through with and were a decided success. The London papers are devoting much space to the matter and hundreds of thousands are reading of this new departure in wheel utility.

Our St. Louis correspondent, *Gas*, is advertising for a bugler for the League Parade. If Mr. Edwin Oliver, of Chicago, can be induced to toot, the parade committee will be fortunate. When Mr. O. was a resident of Gotham, he could bring every girl for the metropolis to Yonkers and on their front piazzas to listen to his mellifluous windings.

CHOICE SECOND-HAND WHEELS CHEAP.

- No. 6. 50 in. **Expert**, full nickeled, dropped bars, brand new tire, excellent order. Cost \$137.50. \$85.00
- No. 7. 55 in. **Columbia Light Roadster**, all nickeled except rims, 1886 pat., double grip ball pedals. A 1 order. Cost, \$150.00. \$110.00
- No. 9. 35 x 50 to 53 in. **Invincible Safety**, enameled, with nickel trimmings, cow-horn bars, T handles, hollow rims, tangent spokes, A 1 order, will fit rider of 50 to 54 ordinary. Cost, \$130.00. \$85.00
- No. 10. 36 x 54 in. **Kangaroo**, enameled, with nickeled parts, dropped bars, excellent order. Cost, \$130.00. \$80.00
- No. 11. 38 x 51 to 53 in. **Rudge Safety**, enameled, and nickeled balls all round, A 1 order. Cost, \$140.00. \$95.00
- No. 13. 50 in. **American Rudge**, enameled and nickeled, cow-horn bars, excellent order. Cost, \$110.00. \$75.00
- No. 15. 50 in. **Columbia Expert**, enameled and nickeled, latest pattern, double grip pedals, run 20 miles, good as new. Cost, \$125.00. \$105.00
- No. 21. 46 in. **Standard Columbia**, bright and painted, excellent order. Cost, \$80.00. \$40.00
- No. 22. 44 in. **Standard Columbia**, half enameled, A 1 order. Cost, \$77.50. \$35.00
- No. 25. 52 in. **Standard Columbia**, half enameled, latest pattern, K. O. R. lamp, H. O. T. alarm, good as new. Cost, \$105.00. \$70.00
- No. 27. 55 in. **Rudge Light Roadster**, standard finish, Butcher Cyclometer, excellent order. Cost, \$165.00. \$95.00
- No. 29. 52 in. **Columbia Expert**, full nickeled, ball pedals, dropped bars, A 1 order. Cost, \$137.50. \$100.00
- Humber Tandem Tricycle**, standard finish, in excellent condition, lamp included. Cost, \$265.00. \$180.00
- No. 42. 58 in. **Expert**, full nickeled, Kirk Saddle, C. H. Bars, '85 Pat. Tire in good shape. Excellent condition. Cheap. \$90.00
- No. 46. 52 in. **Expert**, half nickel and enamel, lug carrier. Good order. \$75.00
- No. 47. 54 in. **Expert**, full nickel, balls to both wheels. Cheap. \$90.00
- No. 48. 54 in. **Rudge Light Roadster**, enamel, nickle finish, tires excellent, A 1 finish, Rudge Ball pedals. Wheel in fine order. Price. \$100.00
- No. 50. **Cunard Ripper Tricycle**, standard finish, all all round, run 50 miles. Cost, \$190.00. \$135.00
- No. 52. 52 in. **American Club**, enamel and nickle trimmings, straight bars, par. pedals. Wheel in good condition. Price. \$65.00
- No. 54. 56 in. **Columbia Expert**, full nickeled, D. G. ball pedals, A 1 order, K. O. R. lamp. Cost, \$140.00. \$105.00
- No. 58. 54 in. **Expert Columbia**, half nickeled excellent order. \$80.00
- No. 60. 42 in. **Standard Columbia**, full nickel, As good as new. Price. \$60.00
- No. 61. 56 in. **Standard Columbia**, enamel and nickle trimmings, balls front, '85 patent, in fine condition. SECOND-HAND LAMPS, BELLS, CYCLOMETERS, ETC. CHEAP.

The above is only a partial list of our present stock, which is increasing every day. If you don't see what you want, be sure and write us, stating just what you require and we will fix you out to your satisfaction. Be sure and have latest list before purchasing elsewhere. We have a large number of machines on our Register, and if you cannot find anything in above list to suit, let us know what you want, and about the price you wish to pay, and we will fix you out to your entire satisfaction.

NEW YORK BICYCLE CO.,
General Agents for all the best Makes,
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SPADE HANDLES!

Handsomest, Strongest, and best Handles in the Market.

Only \$2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY, Fitchburg, Mass.

"CYCLERS BEST."

A new and superior polish, in solid form, for all bright parts on cycles. Quick and cleanly to use. Sent to any address postage paid for 10c.

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The Oldest and Most Reliable Athletic Furnishers Up-town.

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Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

REBER, SAICH & KLUGE, Cor. High and Academy Streets. Newark, N. J.

We are also Agents for all makes of Wheels. Send for price list or give us a call.

FOR SALE, EXCHANGE, WANTS.

NEW YORK WHEELMEN can find good storage for machines, and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half block from L Station. Call or address, H. WIMMEL, 138 West 104th Street, New York.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price \$60.00. Reduction for cash. Address, G. E. STUBBS, St. James' Church, Cor. Madison Ave. and 71st Street, N. Y.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list containing many genuine bargains, to THE COVENTRY MACHINISTS' CO., 239 Columbus Ave., Boston.

FOR SALE—Vol. v, vi, vii, viii, of Outing. Price \$6.00. Address E. H. this office.

\$50. WORTH.—A new jobber self-inking printing press weight about 250 lbs. including thirteen new fonts of type, new styles, 6 lbs. of quads and spaces, 6 lbs. leads, 35 dashes, 15 cuts, 6 ft. of brass and wood rules and four pounds of border, and one font of circulating quads, also \$10 worth of paper, envelopes, tags, note and bill heads, cards, 2,000 dodgers, all blank, and ink. Also one new racket machine and turning lathe complete. Press been used about six months and in good working order. For a good Bicycle from sizes 42 to 46 inches, in good running order. Address, J. P. McLAUGHLIN, Rubber Stamp M'g, Jermyn, Pa., Box 157, 158

1886 PATTERN, EXPERT COLUMBIA, new, same as '87, any size or finish. A big bargain. Don't write unless you mean business. C. A. UNDERWOOD, 389 Trimont St., Boston.

WANTED.—48 inch, second-hand Rudge Mail or Victor bicycle, must be low priced. Address E. K. AUSTIN P. O. Box, 2414, New York.

FOR SALE.—One fifty-one inch Aerial bicycle, nickel and enamel, in fine order, complete with nickle hub lamp and tool bag. Price \$50. Also, one 52 inch American Rudge, nickled and enameled, with a Perfection alarm bell, used but little and in the best order. Address, W. S. RUSSELL, Prop'r Cooperstown Bicycle Agency, Cooperstown, N. Y.

FOR SALE.—Stars, 54 in. \$40. 51 in. \$40. 48 in. \$60. 48 in. \$55. 51 in. \$100. 48 in. \$105. 48 in. \$90. Particulars of any machine on application. GRANT BELL, Minneapolis, Minn.

SPECIAL BARGAIN.—54 inch special Improved Star in fair running order. Enamel finish. has not been run 500 miles, \$45.00. Reason for selling; have a new Semi-Racer, JOHN J. YOUNG, Braceville, Ill.

FOR SALE.—One 50 and 52 inch Expert Columbia bicycles, '86 pattern and in excellent condition. Address, FRANK L. HATFIELD, Trumansburgh, N. Y.

FOR SALE.—One 54 inch Expert Columbia, new last August, also one 50 inch. Address, W. D. WRIGHT, 46 Temple St., Springfield, Mass.

FOR SALE.—48 inch Star, two-thirds nickle, '87 pattern, latest improvements, only delivered from factory April 7th, 1887, ridden twice, for sale cheap. For particulars address, F. PHILLIPS, 104 West 124th Street.

FOR SALE.—48 inch Expert Columbia, '86 pat. all improvements, partly enameled, as good as new, with lantern, tools, etc., \$85. Address, 14 Cortlandt Street, New York.

MUST GO.—A tricycle good as new, only \$50. No room to keep it. W. I. WILHELM, Reading, Pa.

ONE 52 inch Harvard, all nickle but wheels, in excellent condition, only \$50. W. I. WILHELM, Reading, Pa.

BARGAIN.—54 inch enameled Star, low head, oscillating spring, cow horn bars, single front bar, very good, sacrificed at \$50. W. I. WILHELM, Reading, Pa.

54 INCH Royal Mail in very good condition \$80. 55 inch Club Racer in good condition \$45, or the two for \$115.00. A great bargain. Both being stored in Orange, N. J. Canadian custom laws being very peculiar, owner must sell at a sacrifice. Address, E. P. BAIRD, 260 Street, Montreal, Canada.

WANTED.—An A 1 Bicycle repairer. Permanent position to right party. Address, "Machinist." WHEEL Office.

FOR SALE.—A Rudge Tamden, in first-class condition. Cheap. T. C. CRITCHON, 221 Fulton St., N. Y. City

FOR SALE.—52 inch Harvard Ball Bearing Wheel in good condition, with common lamp, etc. Price \$75.00. 5-6 Address or call S. M. BUTLER, N.Y. Produce Exchange.

FOR SALE.—"Ralph" A. K. R. 3745. Mastiff dog, good color and points, \$100.00. Address H. W. PORTER, Reading, Pa.

FOR SALE.—Expert Columbia 52 inch Full Nickel Cow Horn Bars Balls all around, 1886 pattern all improvements excellent condition cost \$137.50 will sell for \$100. W. I. TRERNOR, 112 St. Felix Street, Brooklyn.

FOR SALE.—New 56 inch Humber Racer, will accept first reasonable offer. H. M. P. 216 Bay Str. Jersey City, N. J.

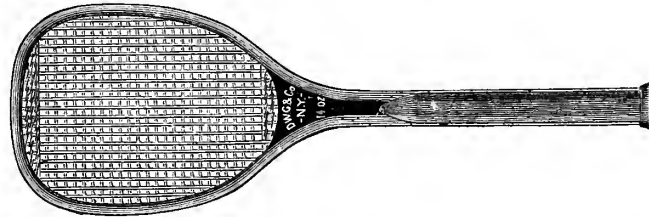
GREAT BARGAIN.—A 48 inch nickled (except rim) double ball bearing British Challenge. Luggage carrier new. Hill and Tolman Automatic Alarm almost new. Lock Box No. 105, Whitehall, N. Y.

WANTED.—Second-hand bicycles of all styles, also single and tandem tricycles for cash or on consignment.

FOR SALE.—\$92 Splendid 52 inch Victor, lamp, bell, chain, tool bag, wrench. Reasons for selling, want of time, and near facilities. 45 Saunders Ave., Philadelphia Pa.

The best RACKET made is the "ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

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Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago



Sole Agents, 151 Maiden Lane.

MUST be sold. One 52 inch Expert, can't be told from new only \$95, don't wait till this is sold, but write now. W. I. WILHELM, Reading Pa.

BARGAINS.—One 52 inch Harvard good as new, \$50.00; One 52 inch Standard Columbia like new, \$60.; One 54 inch Cow-Horn handle bar, and oscillating spring \$55 1/2 nickle. One Tricycle 43 inch drivers better than new \$50. One 44 inch Standard Columbia only \$45, full nickle. W. I. WILHELM, Reading Pa.

Table listing various bicycle models and their prices, such as 48 inch Cornell at \$65.00, 50 inch American Club at \$80.00, etc.

Marlboro Tandem. All our wheels have been thoroughly overhauled by competent employes on our premises. SCHWALBACH & WILLDIGG, Prospect Park Plaza, Brooklyn.

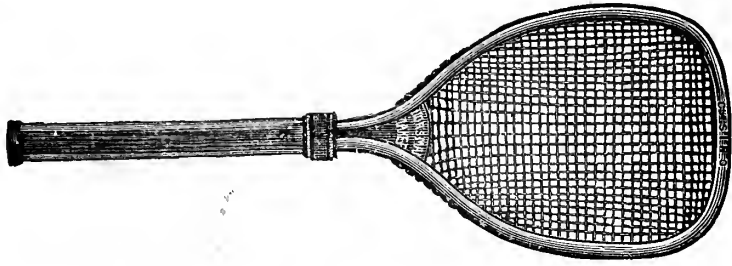
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All kinds of Foreign and Domestic Patent Dressings. A full assortment of Custom-made Boots and Shoes always on hand at Reasonable Prices. Orders of every description promptly attended to and a perfect fit guaranteed.

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Special attention is called to my Improved "Casino," Special, and Elberon Rackets for 1887. Special rates to Clubs.



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Five Cent Cigar?

THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

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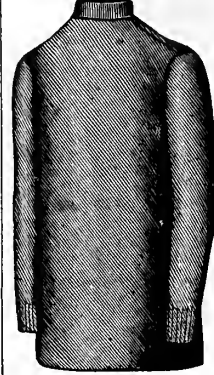
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Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

Jersey-Fitting Underwear Co.

We Call Special attention to our
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Long sleeves, standing collar, Laced front.

LAWN TENNIS.
Plain Colors or Striped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless. Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

Our Bicycle Full Tights.

Are knit with selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip.



Bicycle Knee Tights.

Made same as full tights, to three inches below the knee.



Trunks.

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



Jersey Fitting Knee Pants.



Buttoned in Front, same as Pantaloon, without certain objections.

We offer them to the trade and clubs as **SOMETHING NEW**, and invite all to examine them.

Ladies' Jersey Fitting Tricycle Pants.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garments a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

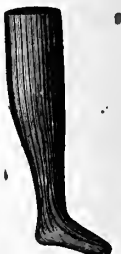


Pat. Apr. 7, 1885.

Ladies' Union Under Garment.



We make the same thing for men, suited to outside wear, and of the same worsted as we use for Jerseys and Tights.



Would like to have every Wheelman see these

Jersey-Fitting Stockings.

TRADE MARK. As we believe there is nothing better.

Send us your order for any of these garments with your measure and a Post-office order for the same, and we will send by mail or express the garment ordered; and if you do not find them satisfactory, you can return them, and we will return the amount paid for them, or we will send them C. O. D., with the privilege of trying them on. Address,

HOLMES & CO.,

17 Kingston Street,

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Buy, Sell or Exchange.
 ADVERTISE IN OUR
For Sale, Exchange,
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Twenty-five Words, - - - Fifteen Cents.
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ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

SEND FOR PRICE LIST.

The Plaint —
 O Luna dear
 With thy light clear
 Pray lighten my distress.
 I weep and sigh
 Each day for I
 Cant buy me a new dress.



The Reply
 "You are absurd.
 Have you not heard
 Lewando can dye dresses
 So that they'll do
 As well as new?
 That secret he possesses"

LEWANDO'S FRENCH DYE-HOUSE

GOODS CALLED FOR AND DELIVERED FREE.

Every Variety Fine Dyeing & Cleansing.

LEWANDO'S
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BICYCLING CELEBRITIES.

Do you want a splendid photograph of
THOMAS STEVENS?

We can furnish it to you just taken, Cabinet size, or 11x14. We have also a fine line of well-known cyclists, including Woodside, Morgan, Higham, Shock, Prince, Hardwick, Snyder, Armaindo and Savage, the Minnesota Champion—Amateur.
 A dozen others, also.

Prices: Cabinets, 25c. Each.
 Large Photos of Stevens, \$1.50.

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SEAMLESS SHOES.

SPECIALTIES:

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 Tennis, Foot Ball and Base
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339 COURT STREET,

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Pat. March 2, 1882.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN

*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
 when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which though often tried by various Bicycles and Tricycles, has never been surmounted except by Mr. ALFRED BIRD, who on Saturday, Feb. 28th, and on the following Tuesday in the presence of witnesses, successfully rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, with ordinary cranks and handles from base to summit without a stop. Many attempts had been made by others, and since Mr. Bird's feat, scores of famous road riders and hill climbers have tried to reach the top on other machines, but without success. This marvellous feat proclaims the Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38 sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

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The Marlboro Tandems

— WERE — THE — SUCCESSFUL — MACHINES — OF — 1886. —

Send for Catalogue of 1887 machines containing
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The Coventry Machinists Co., Ltd.

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The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
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SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
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We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES,

Call or Send for List.

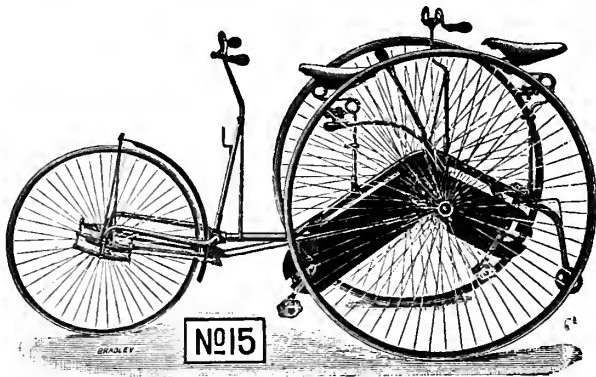
Specialty in Exchanging Second-Hand Wheels for

NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS,
STARS, VICTORS, or any other make.

WE ARE SOLE AGENTS FOR NEW YORK OF THE
NEW RAPIDS, QUADRANTS, AND SPARKBROOKS.

New York Bicycle Co., 38 Park Place, N. Y.

Harlem Branch now open—124th St. and 7th Ave. Renting, repairing, storing.



The beauty and value of my medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



Watches.
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Diamonds.
Prize Cups.
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Jens F. Sederesen,
1 1/2 MAIDEN LANE,
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Cheapest.
Split Second
Stop-Watch.
Fly-Back.
Best.



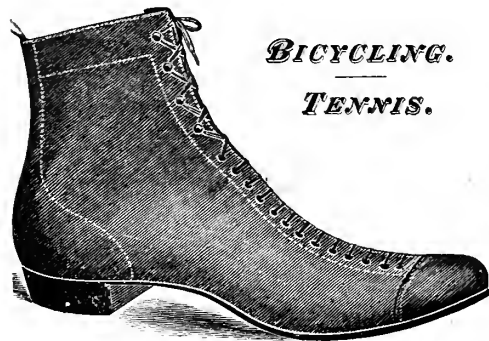
My illustrated catalogue with prices, enables club committees to purchase as well as if they visited my store.

THE CYCLE BRUSH TOOL

THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.

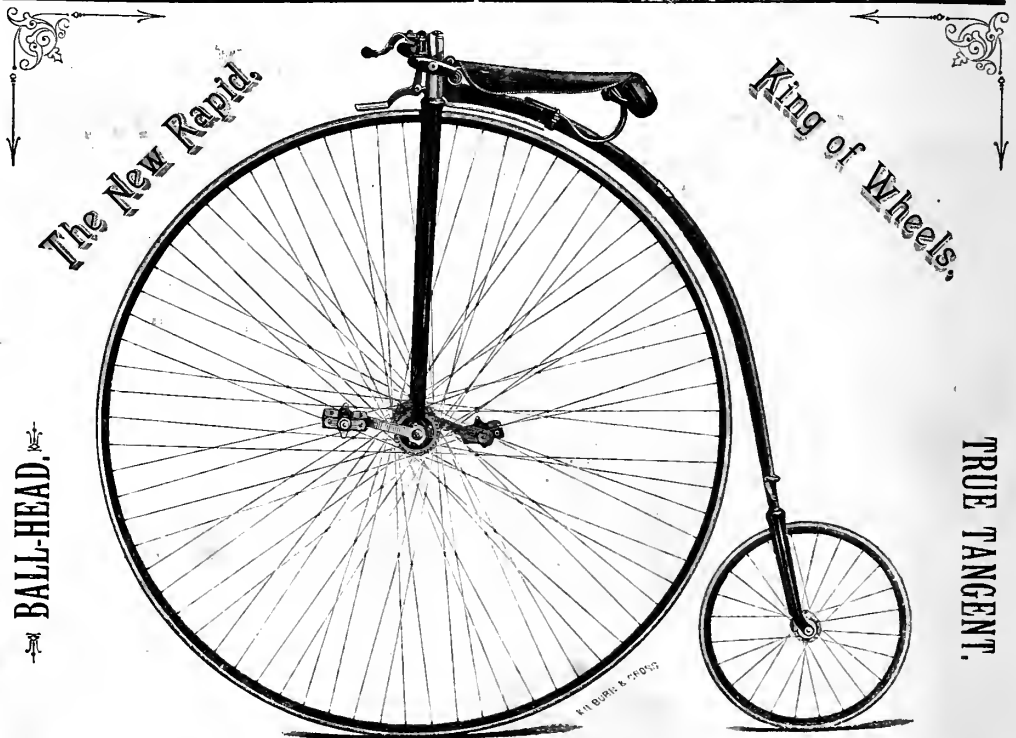


WILL ADJUST BEARING BOXES, TIGHTEN SCREWS, AND REMOVE HARD DIRT WITHOUT WASHING THE WHEEL.
1-3 POINT SIZE PATENTED
STIFFEST UNBLEACHED BRISTLES FOR POCKET OR TOOL BAG. BY MAIL, 75 cts.
PH. BERNAYS, LITTLE ROCK, ARK.
FLORENCE MFG. CO. FLORENCE, MASS.
FOR SALE BY THE TRADE.



BICYCLING.
TENNIS.

NORMAN & BENNETT,
133 Oliver St., Boston, Mass.
Manufacturers of **SPORTING SHOES.**
Ask your Dealer for these Shoes and take no other.



NEW YORK BICYCLE CO.

38 PARK PLACE,

124th ST. and 7th AVE.

A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman,	.50
Wheelmen's Gazette,	.50
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Mailed, post-paid, for one year for **\$4.75**

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New Jersey Wheelmen.
Roselle Ramblers.
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The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand some and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pool-pooled it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanly head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

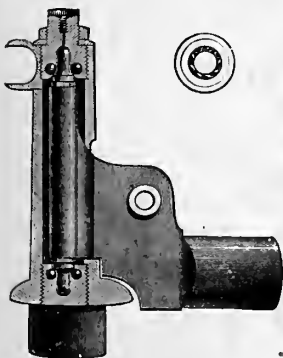
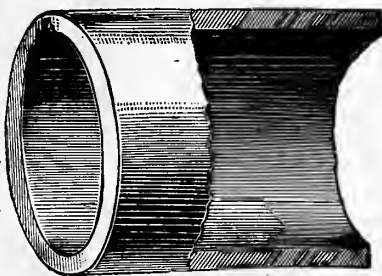
See this Wheel

Before Purchasing.

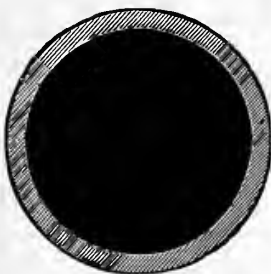
ASK Your Dealer For It.



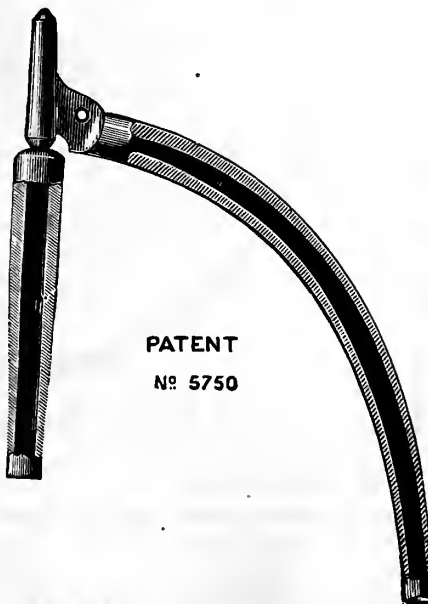
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.



Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up. A splendid improvement.

PATENT
No. 5750



Handsome Photograph OF THE

NEW MAIL

Sent for 14 Cts. in STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers,

107 Washington Street, Boston.

THE RECORD SLATE.

**SOME RECORDS ON
COLUMBIA BICYCLES
Champions of the World.**

AROUND THE WORLD, - - - THOMAS STEVENS.

Greatest Distance ever made inside the Hour, 22 Miles, 150 Yards, by Rowe, at Springfield, October 25, 1886.

ACROSS THE CONTINENT, - - - F. E. VAN MEERBEKE.
ACROSS THE CONTINENT, - - - GEORGE B. THAYER.
PENNSYLVANIA TO NEBRASKA AND RETURN, HUGH J. HIGH.

Greatest Distance ever made without a dismount, 235 Miles, by Morgan, at Minneapolis, December 20, 1886.

	MILES.	TIME.		MILES.	TIME.
WORLD'S RECORD, - -	1-4	. 35 1-5	WORLD'S RECORD, - -	12	32 . 35
WORLD'S RECORD, - -	1-2	1 . 12 4-5	WORLD'S RECORD, - -	13	35 . 18 2-5
WORLD'S RECORD, - -	3-4	1 . 50 1-5	WORLD'S RECORD, - -	14	38 . 01 2-5
WORLD'S RECORD, - -	1	2 . 29 4-5	WORLD'S RECORD, - -	15	40 . 41 2-5
WORLD'S RECORD, - -	2	5 . 11	WORLD'S RECORD, - -	16	43 . 25 4-5
WORLD'S RECORD, - -	3	7 . 48 4-5	WORLD'S RECORD, - -	17	46 . 14 4-5
WORLD'S RECORD, - -	4	10 . 41 2-5	WORLD'S RECORD, - -	18	48 . 58
WORLD'S RECORD, - -	5	13 . 23 4-5	WORLD'S RECORD, - -	19	51 . 40 1-5
WORLD'S RECORD, - -	6	16 . 12 3-5	WORLD'S RECORD, - -	20	54 . 25 2-5
WORLD'S RECORD, - -	7	18 . 59	WORLD'S RECORD, - -	21	57 . 07 3-5
WORLD'S RECORD, - -	8	21 . 41 2-5	WORLD'S RECORD, - -	22	59 . 46
WORLD'S RECORD, - -	9	24 . 26 4-5	WORLD'S RECORD, - -	23	1 . 08 . 22 3-5
WORLD'S RECORD, - -	10	27 . 07 1-5	WORLD'S RECORD, - -	24	1 . 11 . 28 4-5
WORLD'S RECORD, - -	11	29 . 51 3-5			

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MAY 1
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THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

12 Vesey St, N. Y.

AND RECREATION.

Vol. XII.—No. 6.]

NEW YORK, MAY 6, 1887.

[WHOLE NUMBER, 292.

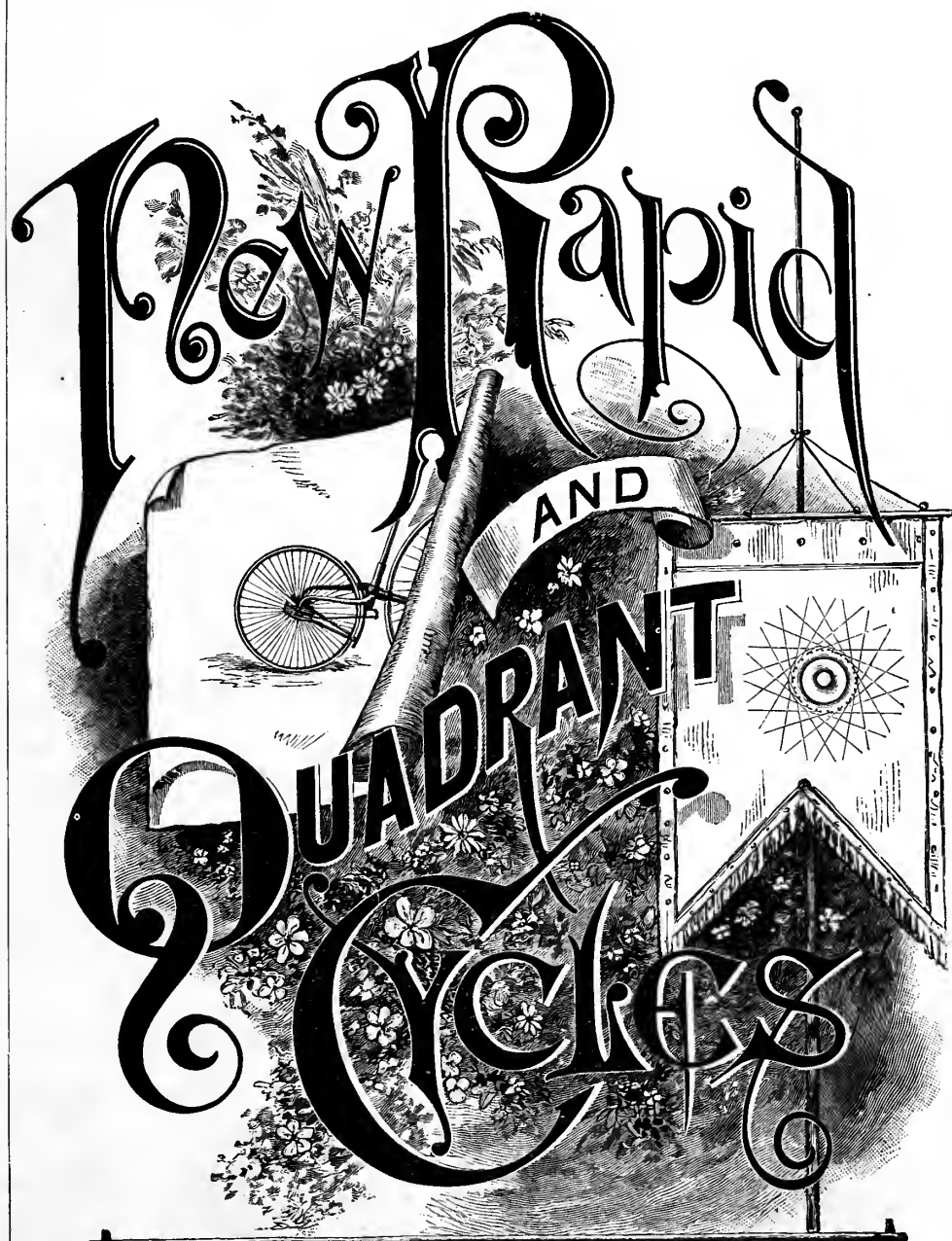
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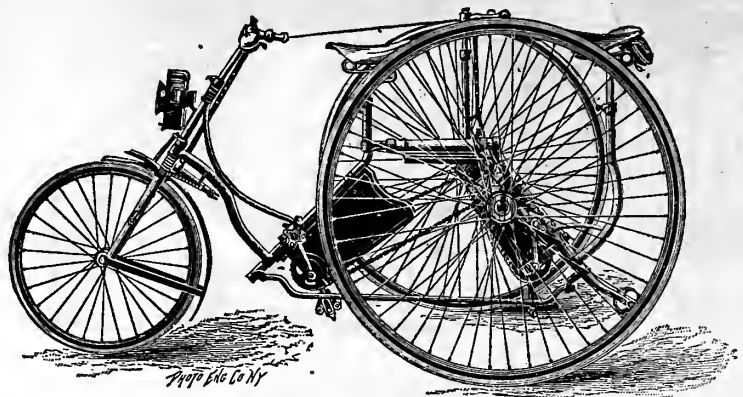
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(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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The semi-annual 25 mile road race of the N. Y. & N. J. T. R. R. A., on November 2, 1886, was won by HARRY J. HALL, JR. in 1 hour 37 minutes and 12 4-5 seconds, on a 48-inch Spécial STAR. H. GREENMAN, the third man in, also rode a STAR

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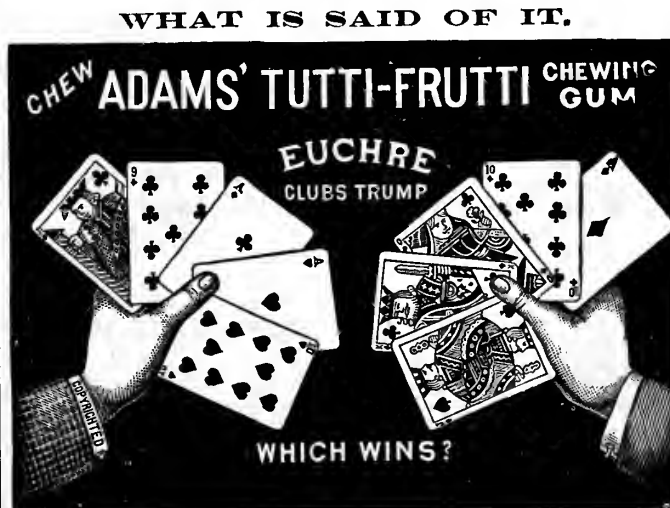
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It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion. The chewing of the substance of which your Gum is composed excites an abundant flow of saliva. As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation. I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial. **R. OGD, DOREMUS, M.D., LL.D**

Sixteen Reasons Why the American Champion is the Most Desirable Wheel in the Market.

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- 1st. Bearings are the easiest running of any in the world.
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 - 9th. Absolute dust-proof rear wheel bearings.
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NEW ORLEANS, LA.—Geo. T. Whatton & Bro., 5 Carondelet Street.

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EDITORIAL NOTES.

We have moved, and old 12 Vesey, with its three pair of lung-cracking stairs, will know us and our friends no more. We are now fairly installed at 23 Park Row, Room 30, where we shall be happy to see our friends. There is an elevator, so that no one need fear the two pair that lead to our office. If we are a day late this week we crave the indulgence of our public. If our logic is cobwebby, and our English dusty—in fact, if everything or anything is not up to the mark—credit it to the state of befustlement which naturally accompanies a hasty flight.

We shall sadly miss the forsaken sanctum. The musical rattle of the presses shall no more smite our delicate tympanum. No more shall we draw humorous inspiration from old St. Paul's church yard, directly opposite the sanctum windows; the charm of its dew-decked flowers and grasses of the morning, its ruddy sun tint of evening, and whitened head-stones of the night is lost to us, possibly forever.

But a new vista opens to us. Our new den is open to the four winds, and Old Sol sends in a flood of light nearly all day long. May the effects of fresh air and sunlight show in our pages and in our every act.

The L. A. W. New Uniform Committee has just concluded its labors, the result of which, as embodied in their report, is published in another column. Possibly nothing that the League has ever attempted has been so thoroughly and so carefully done, as was the selection of a new uniform, and the placing of the contract. The extremely, indeed astonishingly and seemingly unprofitably

low price of the uniform, the texture and style of the cloth, and the general make up, will be acceptable to the great majority. The committee have done well and made haste slowly. They can afford to ignore those who attempted to bully them into a hasty and injudicious selection.

The New York State Division is just now engaged on the most important work ever undertaken by either a State Division or the National Body, viz., the Rights and Privileges bill, now before the Legislature of New York State. The bill was reported favorably by the Judiciary Committee, and on Monday, May 2, passed the Assembly by a practically unanimous vote. Mr. Cantor, of New York city, and Mr. Platt, of Poughkeepsie, made brief but forcible arguments in favor of the bill, anticipating and answering all possible objections. The bill has now gone to the Senate, where it will be in charge of Hon. Edmund L. Pitts, leader of the Republican majority, formerly speaker of the assembly, and an able and experienced legislator.

Although there was little or no opposition in the Assembly, the passage of the bill by that body has attracted attention to it, and we are advised by Mr. Potter, who is looking after the State's interest, that considerable opposition may now be expected. We have been asked to make a *very urgent request* that all wheelmen aid in securing names to the petitions which have been circulated, and that they be sent in at once to Mr. G. R. Bidwell, 313 West 58th St. There was never a time when individual effort could be of more service than it can now. The passage of the bill would be a signal triumph for wheeling in this country. Each wheelman should exert himself to the utmost, that the passage of the bill may be assured.

Our Minneapolis correspondent has often interesting things to say beyond the news gossip of his city. His relation of Mr. C. A. Hazlett's love for his old wheels, which prompts him to turn them out to grass when they are old and feeble, will be read with admiring interest.

TRANSPORTATION TO LEAGUE MEET.

IMPORTANT TO NEW YORK WHEELMEN.

Wheelmen of New York City and vicinity who intend going to St. Louis will please communicate at once with Geo. R. Bidwell, 313 W. 58th St., who will furnish full particulars as to leaving, time of train, rates of fare, etc. The party from New York and vicinity will leave *via* West Shore R. R. *May 17*, 5:40 p.m. Early notification is desired, in order to secure proper sleeping car accommodations. The reduced rates, as published in a recent issue, can only be obtained by certificate signed by me.

GEO. R. BIDWELL.

OTHER MEN HAVE CLIMBED ENGLEWOOD HILL.

EDITOR OF THE WHEEL.—Dear Sir—Your Harlem correspondent is a trifle too enthusiastic in his supposition that the long Englewood Hill had never been climbed before Mr. Halstead got up last Sunday. It is a stiff pull, but has been conquered by many a poorer rider than Mr. Halstead, who is, beyond question, I should say, the best road rider in New York. I have gone up without a dismount myself two or three times, and have seen several other members of my club do it also. Mr. Wm. Lemmon, who lives at Englewood, has climbed it again and again, probably dozens of times; and in difficulty it does not compare with Eagle Rock, even up to the quarry, or with Breakneck Hill, as the surface is usually very fine, and there are frequent easing off places. Nor is it as hard as the famous Corey, which Bostonians thought was almost unconquerable, until real hill-climbers had come on to show them it wasn't so hard.

Yours truly,

EDWARD J. SHRIVER.
 New York Bicycle Club.

IMPORTANT CHANGE IN TIME TABLE. TRANSPORTATION TO LEAGUE MEET.

Circumstances have made necessary a change in time of leaving of the L. A. W. train to League Meet, as published in this paper in last issue. The corrected time table is as follows:

Leave Boston, Mass., 3:00 P. M. May 17th, via Fitchburg R. R.
 Leave New York, N. Y., 5:40 P. M. May 17th, via West Shore.
 Leave Albany, N. Y., 10:40 P. M., May 17th.
 Leave Utica, N. Y., 12:59 P. M., May 17th.
 Leave Syracuse, N. Y., 2:20 A. M., May 18th.
 Leave Rochester, N. Y., 4:32 A. M., May 18th.
 Leave Buffalo, N. Y., 5:30 A. M., May 18th, via L. S. & M. S. R. R.
 Leave Dunkirk, N. Y., 6:33 P. M., May 18th.
 Leave Erie, Pa., 8:00 A. M., May 18th.
 Leave Cleveland, Ohio, 11:00 A. M., May 18th, via Bee Line.
 Leave Union City, Ohio, 7:25 P. M., May 18th.
 Leave Indianapolis, Ind., 10:50 P. M., May 18th, via I. & St. Louis R. R.
 Arrive St. Louis, Mo., 7:50 A. M., May 19th.
 Time table to St. Louis, via Chicago, Ill., from Boston, New York and the East.
 New York and Boston, to Buffalo, N. Y., via L. A. W. Special Train, see table as above.
 Leave Buffalo, N. Y., 6:45 A. M., May 18th, via Michigan Central R. R.
 Leave Detroit, Mich., 1:30 P. M., May 18th.
 Arrive Chicago, Ill., 9:30 P. M., May 18th.
 Leave Chicago, Ill., P. M. May 19th.
 Arrive St. Louis, Mo., A. M., May 20th.

A BUNGALOW VILLAGE.

We give below the general plan of laying out and managing a Bungalow Village, or Cyclist's camp, which has proved a success in England. Doubtless some of our State Divisions or large clubs may wish to establish a permanent camp this summer, and for this reason the account will be both valuable and interesting:

"The village grounds, which are situate in the Surrey Hills, are some seventy-two acres in extent, situated one and a-half miles from Caterham, and two miles from Merstham; any member of the club can acquire a piece of freehold ground (which, *inter alia*, gives him a vote for the county) on moderate terms, whereon to erect a bungalow. The club will be managed by a committee on the same lines as any other high-class social club. At the club-house members will be able to have dinners, suppers, etc., just as in the best London clubs, whilst a canteen will also be opened, at which those who prefer catering for themselves in their own bungalows will be able to procure all the necessary articles at very moderate prices. The club-house is already erected, and a billiard-table will ere long be added to its other attractions. One large thirteen-roomed bungalow has already been erected, whilst two or three are dotted about, and, doubtless, before long the village will present quite a thriving appearance. That a number of wheelmen who have enjoyed the pleasures of camping out will, in due course, find their way to White Hill we make no doubt. Already a number of well-known wheelmen have visited the spot, and negotiations for the purchase of accommodation ground are in progress."

KINGS COUNTY WHEELMEN ON THE ROAD.

The officers of the K. C. W. are taking special pains that their club shall be represented as well as the road this year, as it was last. For the purpose of stimulating the members, the following medals have been offered:

For 2,000 miles, a record medal, with an additional bar for each thousand miles over this number; gold medal to the man or men who are most regular in attendance at official club runs, from May 1, 1887, to March 17, 1888. These medals are presented by the road officers, Messrs. Bridgman, Hall and Crichton.

A very desirable innovation is the monthly mileage card, which is to be filled in by the members, and sent to the captain. It is ruled horizontally, a line being given to each day of the month, with a line for totals. It has seven columns, headed as follows: Date, Time of Start, Condition of Road and Weather, Time of Return, Distance, Elapsed Time.

AN AMERICAN ABROAD.

SOME TIPS FOR TRANS-ATLANTIC TOURISTS.

PARIS, April 22d, 1887.

DEAR WHEEL:—The sight of THE WHEEL, this morning, as I went to my grip for some addresses, reminded me of my promise to write something. Yet, alas! what can one say of interest to the wheel-world, when one has been in strange lands less than a week. Under the circumstances, can I do better than to give a few hints to those of the League Touring Party (who contemplate visiting Europe the present season), who have never crossed the briny deep. In the first place those who contemplate an attack of mal-de-mer, should provide themselves with steamer chairs and rugs—which the steamship companies will take care of at Liverpool until their return. If sick, stay on deck if possible; and if on deck, a chair is absolutely indispensable, and the rug will be required to keep the limbs warm. They can be obtained at any bazaar-du-voyage in New York City. In the assignment of seats at table, get centre tables in saloon, if possible, as oftentimes one can worry through a meal in the centre of the ship, when at a side table the rolling would soon send him deckward. The principal amusements on shipboard are: walking—very necessary to keep in good condition, even if not sea-sick—card playing, *poker*, or not, as you please, and the childish game of pitch-a-ring. I should have mentioned drinking and smoking, but these come under the head of business rather than amusement, from all I have seen. Allow at least \$5 for fees, but sometimes fees will amount to \$7 or \$8. The state-room steward and table steward will each expect not less than half a sovereign. If two men wait upon you at table, fee but one, as they make division between them when the returns are all in. "Boots" will expect half a crown (about 60 cents); and if you are too sick to leave the deck at meal times, the deck-steward will wait on you, and expect something, dependent upon the service. Then there is a purse for the smoking and card room steward, if you frequent that locality, and small fees for special services.

Of English roads, as seen from the car windows, I can only say *magnificent*. They are very narrow, very smooth and clean, splendidly graded, and usually bordered with hedges. The country towns or hamlets are small and compact, so that one runs from open fields into the midst of the little collections of houses at once, and out again in a few moments. The inns, as seen in our flight, were small but neat; and I can think of nothing on earth more enjoyable than a tandem tour of a couple of months amid such beautiful scenery as I passed through on the Midland Railroad, last Monday.

I was surprised to find so little difference in the classes on English railroad trains. One car will contain first, second, and third class compartments, the only difference being in the upholstery; and, in some cases, a little difference in room. The majority of the traveling public take third class, the second being very little used; and, as the saying goes, the first class being patronized by snobs and Americans. Being an American, I rode with the snobs and rather enjoyed it. Two of my travelling companions were a mother and daughter, the latter a stylish English girl of 25, and their conversation was a source of much quiet amusement; this is a sample:

"Guard, *ca'm't* we take the forward compartment?"

"Smoker, *ma'am*."

In a moment.

"Guard, *ca'm't* you take off the smowker, this mawning?"

She meant that she wished him to take down the little glass sign, which, when put up, reserves any compartments to the use of smokers. As this was the only "first class" smoker on the train, the guard did not comply. The fact was, she couldn't get the seats she wanted in our compartment, as there were only six, and several of them occupied, and thought to better herself in this manner.

Wheels are very common in London; even on the most crowded thoroughfares I saw bicycles nearly every day. Tricycles were not uncommon, and carrier tricycles were occasionally met with. On the other hand I have not seen a cycle of any description on Paris streets, though we know they are used. Hope to take a spin myself in a day or two, when I feel a little better; and if I have any adventures worth telling about, will scratch it down. Weather delightful, and all Paris smiling.

CHAS. RICHARDS DODGE.

THE NEW LEAGUE UNIFORM.

THE CONTRACT AWARDED—THE COST.

NEW YORK, May 2, 1887.

The contract for making the League uniform has been awarded to John Wanamaker, Philadelphia, Pa., at the following prices:

Coat.....	\$6.20	Shirt.....	\$1.95
Trousers.....	4.34	Hose.....	.80

The prices, as above, cover delivery, without extra charge, to any part of the United States, reached by mail or express facilities. The uniform and parts thereof will be supplied to League members only.

Those wishing the cloth for the purpose of having suits made by home tailor will be supplied by the manufacturer of the uniform at an advance of 25 cents per yard. The cloth will be supplied to none but League members, and can be procured only of Jno. Wanamaker, Phila., Pa.

A descriptive illustrated price-list, order blanks, and blanks for self-measurement will be mailed to every member of the League at an early date. The manufacturer is now ready to receive orders, and has facilities for supplying any reasonable demand at short notice.

N. MAHLON BECKWITH,
GEO. R. BIDWELL,
E. W. JOHNSON,
Uniform Committee L.A.W.

THE INTER-CLUB ROAD RACE.

The Inter-Club Bicycle Road Championship will take place at 1 p. m., precisely, on Decoration Day.

The course is the regulation one, from Milburn to Irvington, and will be ridden as follows: Start at Hilton Hill, midway on the course, ride to Irvington, turn back to Milburn, turning finally at Irvington, and finishing finally at Hilton Hill.

The following clubs have entered teams, but have not yet named their men: Harlem Wheelmen, Citizens Club, New York B. C., Hudson County Wheelmen, Elizabeth Wheelmen, Rutherford Wheelmen, Union County Wheelmen, Kings County Wheelmen, Ilderan B. C., Brooklyn B. C.

We are glad to see so large a number of entries, and hope the vets of the New Yorks and Cits will do themselves proud.

The many clubs which will have runs in the Oranges on Decoration Day may feel assured of seeing a fine contest.

MERIDEN TO SPRINGFIELD.

EDITOR OF THE WHEEL:—After eleven weeks' abstinence from wheeling, I yesterday pushed my bicycle straightway for forty-eight miles, a strong south wind favoring me, and the roads being in excellent condition. I was nearly ten hours on the way (9:40 A. M. to 7:10 P. M.), but my rests amounted to two hours. A few blisters on my palms, and a slight saddle-soreness, are the only evil-reminders of my unwonted exertion.

My longest and swiftest stay in the saddle was six and a half miles in fifty minutes. This was from the second mile-stone beyond Meriden to the large hill beyond the railway track on "the direct road" north of Berlin. When I tried this road last October, I thought it stretched in an air-line for ten miles (and I've so alluded to it on p. 582 of "X. M. M."); but I discovered yesterday that there are at least two bends in it. However, I still think it the straightest ten-mile stretch which can be found in New England.

After an hour's halt for an excellent dinner at Merrill's restaurant, next to the public buildings, in the center of Hartford, I again rode fifty minutes without stop,—covering six miles. I might easily have kept the saddle for five miles further, however, to a point where the river had overflowed and caused deep mud—the only mud encountered during the day. No obstacle in the road, indeed, would have forced a dismount for the fifteen miles ending at this point.

Spinning across the new bridge at Windsor Locks, I found excellent surface, both on roadway and sidewalks, through the towns of Enfield and Longmeadow, and I made few dismounts (none of them necessary) for the dozen miles leading thence to Springfield, though some of the hill-climbing was rather tiresome. In general, I think that through tourists will do well to follow my route—keeping on the west of the river from Hartford to Windsor Locks (though on the east route there is a rideable sidewalk all the way), and on the east of

the river from W. L. to Springfield,—though the west route is also excellent, and may be covered without dismount.

During May, my residence will be as written below—for I shall have to stay here to superintend the labeling and packing of my "3,000 subscribers' copies of the book," which are printed in the adjoining city. I expect to see latest pages of the index proofs to-morrow, and I shall date the book then; though I presume my adv. announcing its issue will not appear in less than a fortnight. Meanwhile, non-subscribers who send me \$1.50 will have their names put on the early mailing lists,—this being positively the latest chance of getting the book for less than \$2.

KARL KRON.

WEST SPRINGFIELD, Mass., May 3, 1887.

THE BUSY WORLD.

The N. Y. Columbia agency has shipped three Columbias to Germany.

THIS BEATS ALL.—Seventy-five dollars for brand new bicycles, cash, or on easy terms. See advertising columns.

Mr. Jens F. Pedersen, whose Inter-Club Road Racing Championship Cup has been so much admired, will probably make the medals for the contest of May 30th.

The Judd Mfg. Company truly claims to be the "oldest and most reliable" athletic furnishing house up-town. Mr. Judd has been a prominent figure in athletics for many years, is an authority on training and muscular development, and has several machines patented for special developmental work.

We learn that the brothers Rich are in "fine shape," and will probably be seen upon the path this year. Jesse Powers is also in good trim for path work. A younger brother of Powers is said to possess remarkable speed and stamina, showing his heels to everything on the road. We also learn from Washington that Crist has improved in strength and will show fast work this year.

A new feature in bicycling out-fittings is supplied by the Zylonite Novelty Co., Franklin street and Broadway, N. Y. This company makes a fine line of collars and cuffs for wheelmen, tennis players, and campers-out. The material used is zylonite, which is made up as white and as pure as linen, but with the additional advantage that they can be washed with cold water. We have tried both the collars and cuffs, and consider a wheelman's outfit incomplete without them.

A NEW LUBRICATING AND POLISHING OIL.—We desire to call the special attention of bicycle manufacturers and agents to the Royal Bicycle Oil, advertised in another column. Messrs. Swan & Finch, 151 Maiden Lane, N. Y., who are the largest oil brokers in the city, have had this oil specially prepared for the use of wheelmen. It is the finest oil used, and is equally successful for either lubricating or polishing. Dealers can purchase this oil, and put it up for retail at great advantage to themselves.

A number of members of the Olympic Athletic Club have sent us a testimonial of their appreciation of Adams' Tutti Frutti Chewing Gum. They state that it has been used with marked benefit while training and racing, as it keeps the mouth thoroughly moistened, and tends to subdue the nervousness generally felt just before a contest. We have also received several testimonials from wheelmen, who have used the gum while riding, and who declare they would not go out on the road without it. It prevents dust from accumulating, keeps the throat moist, and makes riding pleasurable. It aids digestion.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wein and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

**

"T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts.

WE WANT



To mail you our new Illustrated Catalog. Please send your address. It will give you the whole story of Cycles we make, and help you to find what



YOU NEED

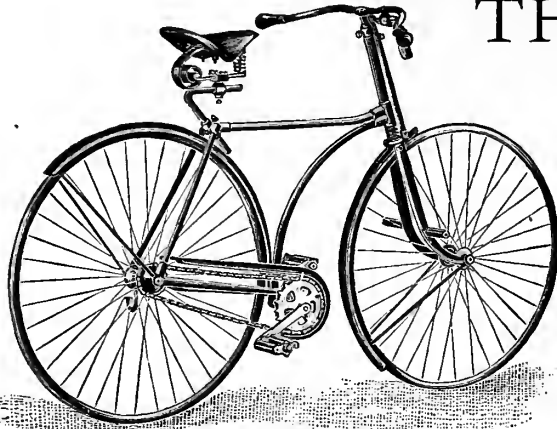
If you ride, you will do well to ride the best wheel you can find, and we want to ask but one favor in the matter, that you will SEE THE VICTOR before you buy.

OVERMAN * WHEEL * CO.

182-188 Columbus Avenue,

BOSTON.

THEY TAKE THE LEAD! SINGER CYCLES.



APOLLO SAFETY.

The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00.

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

S. S. S. TRICYCLES.

No. 1 for Gents.

No. 2 for Ladies.

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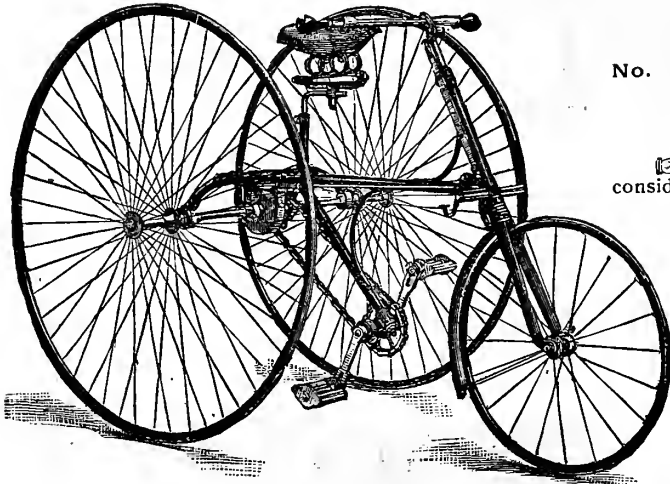
See these Wheels before buying. they embody new features, which are worth considering.

Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

W. B. EVERETT & CO.,

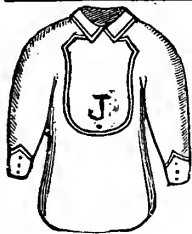
Sole United States Agents,

6 & 8 Berkeley St., Boston, Mass.



S. S. S. TRICYCLE, No. 1.

Agents for New York City, **BARTLETT & MACDONALD**, Sixth Avenue, cor. 125th St.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.



SUPPLIES FOR

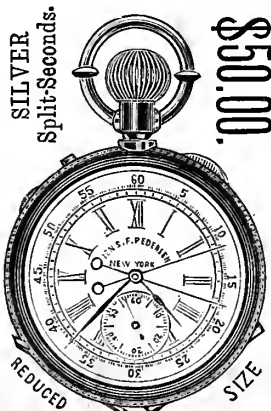
Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting Fishing.

Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

REBER, SAICH & KLUGE,
Cor. High and Academy Streets.
Newark, N. J.

We are also Agents for all makes of Wheels. Send for price list or give us a call.

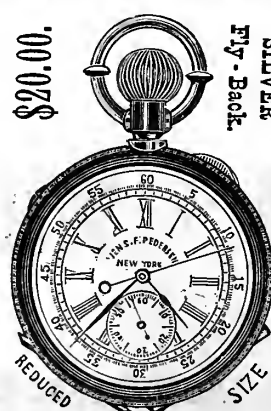
The beauty and value of my Watches have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



SILVER Split-Seconds.

\$50.00.

WATCHES,
Club Pins, Diamonds,
PRIZE CUPS, JEWELRY,
CHEAPEST
Split-Second Stop-Watch.
FLY-BACK.
BEST.



\$20.00.

SILVER Fly-Back.

JENS F. PEDERSEN,

1 1/2 Maiden Lane,
NEW YORK.



Nickel Timer, Accurate & Reliable.

\$8.00.

My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

Southern Department.

N. L. COLLAMER, EDITOR

ST. CLOUD BUILDING, WASHINGTON, D. C.

All matter in this Department is under the management and control of its Editor, to whom communications should be addressed at his office. Advertisements and subscriptions will also be received by him at regular rates. Copy should be received by Sunday.

The editor wishes it distinctly understood, that the publication of any correspondence in this department, does not necessarily imply his concurrence with any opinions expressed therein.

NOTICE.

In order that this Department shall be truly representative of the South, as it is intended it shall be, we would like to hear from club-secretaries and newspaper correspondents in the Carolinas, Ga., Ala., La., Texas, and Kentucky. All items of news thankfully received. Regular correspondents for these columns desired in the States mentioned.

THE EDITOR.

EDITORIAL.

As the editor of this department must lay aside his pen and take to the saddle for a short time on the Southern Tour, our readers will pardon the suspension of the Southern Department temporarily.

RATHER PECULIAR.

Developments have lately come to light which place some Kentucky members of the League in a rather peculiar position, and unless an explanation is had "something will drop," as a member of the Division expressed himself to your correspondent yesterday.

It is a well-known fact that in the renewal season of 1885 a large number of wheelmen, who were energetic members of the Division, failed to renew, and the matter caused considerable comment among the membership. The reason was supposed to be the luke-warmness of the men having the reins of government, but in the last few weeks things have been brought up which throw a little light as to the probable reason of some of the decrease in the membership and the failure of the Division to advance as other divisions have done. Lexington, Ky., had a League Consul and a few members; Ashland, Ky., had six or seven members; Augusta, Ky., had some members and a Consul, and now not a name from any of these towns is on the list.

Division Secretary Willison, of Covington, in working up the State, has run across a "mare's nest" as it were. He wrote down to Lebanon, Ky., and requested a well-known wheelman there to help work up some League members in that town, and to join himself. The reply was rather startling. It said in effect that the wheelmen there did not care to waste any more money in joining organizations which they never heard from, or derived any benefit from, after sending in their cash and applications. Mr. Willison wrote for particulars immediately and derived the following facts from the case, stated to him by Mr. C. J. Edmonds, a responsible wheelman, holding a position in the Lebanon National Bank.

In June or July of 1885 six wheelmen of Lebanon resolved to join the League, and sent their initiation fees and dues to the then Secretary at Louisville. The names of these wheelmen can be gotten from Mr. Edmonds or Mr. Willison. They waited anxiously for a reply to their letter, but none came; no League organ weekly gladdened their hearts, and no engraved tickets did they receive. They have been waiting for them ever since.

Mr. Willison, upon this information, wrote immediately to Chief-Consul Johnston, at Louisville, to see Mr. Dietzman, the former Secretary in that city, and get the rest of the books of the League Division, which Mr. Dietzman had failed to turn over at the expiration of his term, stating that they were mislaid and that he would forward them to the new Secretary.

Mr. Johnston succeeded in getting a small memorandum book containing the names of Kentucky members in 1884-5, but no Lebanon applications appeared thereon.

It would be well for all parties and the Division if the matter was settled at once. Of course no one suspects any crookedness, but things are decidedly irregular. Mr. Dietzman and Mr. Anderson, the then Secretary and Chief-Consul, might explain matters and all would be well.

The Division is certainly entitled to it.

Mr. Johnston states that Dietzman still has a constitution of the Division, and another book "somewheres," but that he (Dietzman) is so "forgetful" that he can't think to bring them forward.

No answers to letters written to other towns, which suddenly disappeared from the League rolls, can be obtained.

Election returns come in rather slowly, and the time for the annual meeting of some of the divisions will roll around without knowing who's Chief-Consul and who isn't.

There was a large and enthusiastic meeting of wheelmen at the Gibson House, Cincinnati, last Thursday night, for the purpose of completing arrangements for the trip to the League meet at St. Louis, and also to consider the feasibility of having a big run of all the local wheelmen on May 8. At this meeting it looks as if a car is to be chartered to carry the merry wheelmen to the jamboree in the Mound City, and that a sort of consolidated wheelmen's trip will be taken to some point in this vicinity on the above date. More particulars next letter.

Walton, Ky., was visited by ten members of the Kentons on Sunday, April 24.

NEW ORLEANS NEWS AND NOTES.

[Regular Correspondence.]

On April 23, the N. O. B. C. gave a most enjoyable "smoker," at which a large number of unattached riders and other friends of the club were in attendance, completely filling their cozy parlors. Four hours were pleasantly whiled away between listening to the oratorical and musical (vocal and instrumental) powers of those of the assemblage versed in the accomplishments, and of whom there was a goodly number present, and the more substantial enjoyments of eating, drinking or smoking as suited one's self. All of the local cycling celebrities were on hand and everything passed off very agreeably, thanks to the officers of the club, who fairly spread themselves on this occasion. One of the benefits the club derived from the outlay was discernible in the form of six applications for associate and one for active membership. I hardly know whether to consider the "smoker" a sign of renewed interest in club affairs, but as it looks very much that way, I earnestly add a fervent amen.

On April 30, and before this communication will have seen the light, Mr. Warren Miller, a much esteemed member of the N. O. B. C., will have joined the ever-increasing host of converts to the Star wheel? No, but to the delights of connubial bliss. From what Dame Rumor says this sort of conversion has taken a regular Sam Jones sort of hold on the bicycle boys of this locality, for the gossipy old dame has it that Earnest Stream and our prospective chief consul, Harry Hodgson, both of the N. O. B. C., and Howard Carey, a popular unattached rider, will all shortly follow in the tracks of Miller, and, if one may judge by appearances, there are two or three others who are eternally soliloquizing on the possibilities of tandemizing through life. What does it all mean, anyway? Has the ailment become epidemic? Ah me! I do not know, but at any rate, here's to you and yours, Miller, and to you, Stream! To you, jovial Harry, here's a big one, and to you, friend Carey, here's still another, and lastly, to the "poor unfortunates," here's one more! One, two, three, four,—next!

Pardon me, Mr. Editor, but why is it that while only the bride is supposed to change her name by the marriage, that people will persist in saying that Mr. So-and-so (the groom) has become a Benedict? This is an owl-d one resurrected, and renovated by the use of Putz Pomade.

Chas. M. Fairchild has just completed and presented to his club (the N. O. B. C.) a very creditable road map of this city and surroundings. It is a clever piece of work for a simon-pure amateur, and Fairchild deserves a pat on the back for the labor he has expended in getting up the map. It now adorns the dull parlor enhanced by a neat frame.

It is highly probable before my next that a little tour, or run rather, that is now being worked up, will be a thing of the past. As at present arranged, the party will leave this city Saturday night, May 7, and a full moon being scheduled for that date, will ride a good part of the night, expecting to reach the objective point, Baton Rouge, the capital of this State, 110 miles north, Sunday, P. M., from whence the cars will be taken the same night for New Orleans. So far the party consists of six, but hopes are entertained that it will be increased by as many more, and now with clear weather we hope to show Chris. Wheeler that the sun-tempered negative enterprise of the South (*Wheelman's Gazette*, April, 1887,) is not so awfully negative as he imagines.

By-the-by, won't some one tell us "poor sun-tempered Southerners" whether the sun, moon and stars do not rise and set in Philadelphia, or if the world does not revolve around that City of Brotherly Love (?) It is very amusing to read Mr. Wheeler's efforts to convince the world that Philadelphia is such a great, good and moral city, and then look back a few months and see a few of the "happy mediums," *par example*, Aaron, Wells & Co. Hello there! Gas, cannot you induce the "snap-shot judgment of the West" to procure one of these lovely Philadelphia happy mediums for exhibition during the League meet? It is the chance of a lifetime, so make haste ere it be too late.

Chief Consul elect Hodgson will signalize his election to the office by the purchase of a bran, spanking new Rudge circuit tricycle, the first in the South, the order for which was placed several days since.

Speaking of tricycles, reminds me that Catherine Cole (Mrs. M. R. Field) of this city, and one of the most practical and brilliant writers on the Southern press and widely known everywhere as such, has recently purchased a two-track and we are daily expecting her advent on the avenue. With such a lady to start the movement, it may not be long before our fondest hopes will be realized, and to this once more we say, amen. Bi.

FROM OUR TOURING CORRESPONDENT.

SATURDAY, APRIL 30.—I have been making preparations all day to leave Washington on Monday next on my wheel for Philadelphia, whence I shall go on the Southern Tour to Staunton. This evening I went up to the Washington Cycle Club-house to a District Division meeting and found some ten or twelve members there out of a possible sixty or seventy. Right here I want to say a word against the custom prevalent in Washington of calling League Division meetings by notice in a local daily. Not one-tenth of the members see it, and half of them forget the date and place. A postal card notice is unquestionably the proper caper.

Well, the object of the meeting was to take some action relative to the Meet it has been proposed to hold during the drill, *i. e.* May 23 to 30. "Pet" presided, and we all joked and offered suggestions until we were out of ammunition. At last we got down to business, and the following committees were selected: Correspondence, Stearns and Collamer; Parade, Smith and Muhlheim; Entertainment, Burden, Moulton, and Smith; Reception, Pelouze, Olds, Collamer, Stearns and Barrington; Finance, Baltzley and DeMerritt.

After a great deal of additional discussion, it was finally decided to have a reception, run to Soldier's Home, banquet, hare and hound chase, trip to Mt. Vernon, general meet, parade, big run to Cobin John's Bridge (probably on Sunday, May 29), run to Arlington (on May 30 sure), and a torch-light procession. The dates for these different features of our gala week were not decided upon, but will given to the press as soon as possible. It can readily be seen, however, that the whole week will be filled up, and visiting wheelmen who have but one, two, or three days to stay can select such from the programme (when published), as suit their fancy best; taking in the drill at the same time.

SUNDAY, MAY 1.—When I first looked out of the window this morning I little thought where I should pen these lines to-night. The day has been beautiful—typical of the month it ushers in, bright, pleasant, happy. I went down town awhile, got my mail from the post office, took it to 47 St. Cloud, answered it, put the finishing touches on arrangements for my departure, then looked at my watch. Half-past ten! And I must wait till to-

morrow to start when all my work at home was done! I wouldn't do it; I would start that afternoon. No sooner decided than I penned a line to Charlie Eisenbrandt, of Baltimore, to meet me if he could, rushed home, had dinner, bade my folks good bye and was off. At last I was going—at last the dream I have had for months was to be realized!

The last wheelman I saw in my native city was a very small boy pushing a very large hopper. It didn't strike me so forcibly then as it does now how smooth Washington streets really are. The reason this fact has impressed itself so indelibly on my feeble brain will become apparent later. The parting salute—the farewell words that rang in my ear as I crossed the city limits and began my long journey, were those of the irrepressible small boy asking me: "Say, Mister, how much money have yer got in that pocket-book?" referring to a small bag I had strapped to my back, and causing an unpleasant recollection of scarcity of the needful with much ahead to spend it for.

But I shoved on and whistled as I rode. I never sing. A rude man I once worked for, got enough, I suppose, of my eternal ear-piercing whistling the second day and asked me to sing. Nothing daunted I struck up. Almost instantaneously came the request, "Please whistle!" So I never sing now—I took the hint. The roads were truly lovely. The weather was simply perfect. And I was happy.

About ten miles out, while spurting down a little hill, I struck a stone, and the road flew up and hit me. It hit me hard, too. Those things are usually called "headers" because you go over the head I suppose—but I didn't. I stayed on the head; and the result was a far more painful fall. A small boy who saw the accident now believes that's the way we wheelmen always dismount. You see I had to tell him so or he'd think I fell.

I reached Ashton (eighteen miles out) about quarter past four and found Robertson, Crist, Rittenhouse, Higham, and all of Washington's racers had been there and just gone back by another road. You see they are training for a road race from Ashton into Washington, which is to take place May 16. But I didn't let that worry me. What was a paltry local race to a great tour like mine (!) So I ate my supper at Mrs. Stabler's cleanly little house, smoked a while, and retired, while the kind-hearted hostess labored over an awful rent in the right knee of my shorties.

MONDAY, MAY 2.—I slept the sleep of the innocent and woke at six with a very stiff hand. Feared I should not be able to go on. But I bathed it in eucalyptine, got a good breakfast aboard, and felt vastly better. At 7:15 I started for Baltimore. At 8:15 I had made four miles and a quarter. Now don't laugh; that was very good traveling over such roads. They were awful! At 10:15 I reached Ellicott City and made a short call on Dr. Sykes, a young dentist of that place, who owns a bicycle. Notice I say "owns," not "rides." Not that I think the genial Doctor never rides, but I don't want to be accused of saying so. You see E. C. is situated just between two immense hills in a valley so low that the railroad runs over the streets on a trestle work; and if the Dr. would leave his office door to take a little spin, he must climb something like a mile and a half of steep, though well-graded hill, in either directions. I rode down one hill into the town and up the other out of it, and I am sorry for my friend Sykes—surely his chances for wheeling are very poor.

At noon I reached Wetherdsville, a hamlet three miles out of Baltimore, and here I regaled myself on ginger snaps and cheese—the best refreshment the town—if I may call it such—affords. Two mill whistles blew, and men and women employes poured out of the doors to get their noon-day meal. I noticed one funny thing—the utter absence of fashion and female frivolities of dress in Wetherdsville. Every woman I saw wore a calico skirt, plain basque of the same material, white apron and huge sun-bonnet. As a result there was no gossip on stile and cut in W. Perhaps the mill authorities paid for those dresses; and if so they are certainly up to snuff.

I waited until quarter of one, then pushed on. Entering Baltimore through the park I rode at once to the Maryland club-house and found it deserted. After a thorough cleaning-up I sat down to write these lines. I haven't seen any of the boys yet, but expect to to-night. My present plan is to stay over to-morrow, and Wednesday and Thursday wheel to Philadelphia—always providing the weather permits. My report for this week must close here, so ta-ta. N. L. C.

HAGERSTOWN NOTES.

[Regular Correspondence.]

Whether the fates are against us or not, we have grievances against the most unreliable of all seasons—gentle spring.

Twice has our worthy Captain Updegraff called us together to open the season with a grand run, hoping to awaken the inactive wheelmen; also the slumbering desires of restless mortals who may eventually cast their lot with us, and twice have the runs been averted by the rain.

Now we have the beautiful to shine upon us, and we will once more start the ball that shall continue to roll through the summer and fall, giving us benefit and pleasure.

Last night, at a meeting of the club, a committee was appointed to arrange a reception of the Southern League Tourists.

The reception will take place at the club rooms, and matters of an entertaining character will be arranged to make the occasion very pleasant.

To-morrow the president of the club, Mr. Albert Heard, will be joined to the one of his choice who will accompany him as he cycles into the future.

The Ariel Club, of Reading, Pa., contemplate a tour South in June. We are glad to see wheelmen at any time, and particularly invite them to drop in upon us. The club will take the best care of them, and show them matters in cycling affairs that will be of interest to them in their primitive condition.

The club has decided to postpone their races until June 13.

At the meeting last night all business matter was suspended upon receiving news of the death of Mr. Charles F. Munder, of the Maryland Club, who was an honorary member of our club. The Hagerstown Club had more than the usual friendly regard for Mr. Munder. In their trips to Baltimore his special and voluntary courtesies were numerous and generous. HAG.

April 26, 1887.

MINNEAPOLIS MUSINGS.

I doubt if all Western wheelmen approve the policy of the *American Wheelman* and *Great American Prevaricator*, in calling for financial aid to be sent the L. A. W. In the former paper it seems disinterested, but in the case of the latter, it sounds more like seizing every possible chance to "crow over" any difficulty the League may get into, and may be termed "adding insult to injury." When the L. A. W. really feels need of financial aid strongly enough to come forward and ask it, there are thousand of members ready to extend help to the extent of their abilities; but until that time, it would be wise to use their energies in getting new members for the organization, and help it where help is most needed. In this city alone, there is a large field for missionary work of that kind, the number of "unattached" riders being larger than the entire State membership.

One or two changes in trade-circles are to be chronicled. Grant Bell having removed from 705 Nicollet Ave. to 205 1st Ave., South, and R. H. Spear & Co. having bought out S. F. Heath & Co's St. Paul branch—of which Mr. Spear had charge when it was first opened. Although both the New Rapid and Springfield Roadster are represented in this city by agents anxious to begin business, I can learn of no samples yet received, and the inference would be that all other parts of the country are supplied first, in preference to Minnesota. Meanwhile trade in other makes is good, and if April showers ever give us a much-needed rest, riders will have a chance to test their new mounts over more country than is covered by cedar blocks.

The complete prospectus of Minnesota's Second Annual Tour is out, and I hope enough riders can make their vacation arrangements to take in the entire week's fun and aid in making the financial part a success. It would be a pity, if, after all the time and trouble expended by the Tour-Master and his assistants, a beggarly eight or ten riders were all that would turn out. The Division will keep all fully informed of the progress made, and the names of those joining.

I am glad to see that F. A. Elwell, of Portland, is planning another tour through Canadian and Maine districts, and if I were not so far away, the temptation to make one of his party would be too strong to resist. As an old "Kennebec Tourist," I well know the good qualities of Maine's roads, and would beg to be allowed to make one little suggestion; that instead of ending the trip at North Anson, they push on to Skowhegan, but a half-day's run further on, if I remember correctly. Large parties of wheelmen are not so much a

novelty to that town as they were three years ago, but hospitable treatment may be confidently expected. The Skowhegan Band doubtless still exists—improved by practice—and there may yet be fireworks enough "left over" to celebrate in a fitting manner. Any entry into that pretty town would seem a trifle tame after the reception extended us in the summer of 1884. In fact, that whole tour partook more of the nature of some triumphal procession than the quiet jaunt of twenty-five wheelmen in search of out-door exercise over pleasant country roads.

To my sorrow, I learn that the railroad fare to St. Louis and return is about \$30.00, and I fear that will stand in the way of a good many wishing to go to the Meet, who do not see the way clear to lay out that amount in addition to other necessary expenses. That's the way it is with me, but all the same, I envy those who do go. The Clarks-ville road race will alone be worth the time and expense laid out to witness it.

Confound the dark and mysterious ways of all cycle dealers! Here I've been waiting two weeks of spring weather—with an indefinite number more in prospect—for a wheel, promised long enough ago to have arrived twice over. Any "old campaigner" ought to know enough to always own two wheels, so that some kind of mount may be practicable when a wheel is away for repairs, but there are also people that never learn from experience, and I fancy I belong to the latter party.

Hazlett's example is worthy of imitation. He never parts with a wheel, when it begins to grow old and he yearns for a new mount, but humanely stables and keeps it in repair. Friends visiting him to the number of three or four can always be accommodated with a mount that is ridable, if not the latest pattern.

An Expert, with a slight departure from the original pattern, was received in the city to-day, the rear fork being hollow, and looking something like a Special Club's rear fork, only not fluted. Elegant in appearance, how it stands the rough roads time will show. This is a good country to test it on.

The Mercury Bicycle Club's first run is called for Tuesday evening next, "weather and roads permitting," a wise proviso, in view of our frequent rains lately. With the large number of new members recently added, the attendance should be large. Yours newslessly, L. B. G.

CINCINNATI COMMENTS.

EDITOR THE WHEEL:—Our local wheelmen have once more been made temporarily happy on account of the passage of an ordinance by our City Fathers to pave portions of Main, Seventh and Ninth streets in this city, altogether about three miles, with asphaltum.

Among our foremost clubs here are the Cincinnati Wheelmen, the Avondale Bicycle Club and the Kenton Wheel Club of Covington, each of which, I understand, claim a membership of even twenty-five during the past winter, but since the weather is now becoming fine they all anticipate the addition of many new members.

The Cincinnati Wheelmen have just moved to their new and commodious quarters on Ninth street near Elm, and are busy beautifying the place.

The Avondales have begun their series of tri-weekly runs and tours and usually manage to have them well attended.

The Kentons are also brushing up for the fray, and have determined upon a large mileage during the coming season.

There has been considerable talk recently about our beautiful Eden Park, which is located within six or eight squares of the heart of the city, and has about three miles of lovely drives, an entrance into which wheelman have sought almost from time immemorial by almost every conceivable means, but without success; and yet the very man who controls it has two sons who are enthusiastic bicyclists. This seems to be an excellent opportunity for the State Division to do some good work.

One score for us which I hardly think was chronicled since it occurred last season was: Two of our prominent wheelmen left here at five p. m. and rode to Springfield, O., eighty-four miles, with but three dismounts each, arriving there at 1:30 that night, which is within a fraction of ten miles per hour for night riding.

L. A. W. 6389.

WHEEL GOSSIP.

The Missouri Club has eighty-eight members.

An Englishman has ridden his wheel 40,000 miles.

Omaha claims to have 200, and Salt Lake City 100 wheelmen.

Another Montclair wheelman—Mr. J. L. Parker is the happy father of a ten-pound boy.

Why is F. B. Williams' new polish like THE WHEEL. Because it is the Cyclers' Best."

Mr. Charles Richards Dodge, who writes us from Paris this week, sails for home on May 28.

The *N. Y. Clipper* of May 7th has a very good cut of "F. F. Ives, Professional Bicyclist."

Rumor hath it that the latest candidate for the L. A. W. Presidency is John A. Wells, of Wellsville, Pa.

The Kings County Wheelmen have a hole dug in the ground, and the L. I. W. have the first floor beams up.

Mr. Horace L. Snodderly, of Knoxville, Tenn., and formerly of the Capitol Cycle Club, is in town for a few days.

Nashville-Niagara Tour. Information of this tour is wanted by Mr. S. W. Holloway, Box 47, University of Virginia.

L. D. Munger, sometime holder of the twenty-four-hour road record, proposes to ride a tricycle in the Clarksville Road Race.

Messrs. Humber & Co. have offered to present a gold medal to any rider breaking records at the Alexandra Palace Tournament.

And L. I. W. has induced the chairman of the Prospect Park commissioners to sign the petition on the Rights and Privileges bill.

Dr. J. B. Mattison and son started last Saturday for England. They propose to "do" England and possibly the Continent on a tandem.

Call at the Pope Co's. Warren St. store and be astonished at Karl Kron's "X. M. Miles" sign, all hand-painted. Where are the "old masters" now?

The L. I. W. are temporarily quartered in a large store on Fulton St. near Bedford Ave. Six new members will be admitted at the next meeting of the club.

The most pleasing cycling cartoon we have seen of late is that issued with the *Bicycling News* of April 23. Ten men are depicted riding a Singer *ten-in-hand*, to which is attached a mammoth luggage car.

A number of Orange, N. J., wheelmen, who gain their bread and butter in New York, ride into Newark and back again every day, saving twenty-five cents, thus making their wheels pay for themselves.

At the games of the Spartan Harriers, to be contested at Madison Square Garden, this city, to-morrow evening, a two-mile bicycle handicap will be contested. A large number of entries has been received.

A pointer for Eastern girls—"It is commonly reported that Charley Ashinger is negotiating for the purchase of a tandem. A young lady resident of Sherman avenue insists on his doing so.—*Omaha Chronicle*.

On Saturday evening, April 16, W. M. Woodside made an attempt at Ball's Bridge, Dublin, to ride twenty miles in the hour. He failed by $\frac{3}{4}$ seconds; but owing to a bad corner, he actually rode 20 miles, 198 yards.

The New York Club held their regular monthly meeting on Monday night, and the Ixion Club convened on Tuesday. Both clubs appointed committees of five, to confer on the project of consolidating the two clubs.

Kluge will ride a twenty-one pound "King" race this year, which will put him on an equality with the rest of the cracks, as regards weight of machine, and he will doubtless improve on his best performances of last year.

C. P. Daniels, who trained the Victor team last year, has a number of cyclists under his care at the Boston Y. M. C. A. Gymnasium. Among the party are Neilson, Rhodes, Doane, Corey and other cycle riders. Rhodes will ride in the Clarksville Road Race.

The Newark City Wheelmen will probably soon cease to exist, as its members are being gradually absorbed by the New Jersey and Atlanta Clubs.

The committee appointed to investigate the implied charges, that Dr. Beckwith received a commission on the League uniform, will report at the St. Louis meet. We think it will be quite torrid for the formulor of the malicious statements.

The Grand triumphal train to St. Louis will be reinforced at Springfield, Ills., by Mr. and Mrs. T. J. Kirkpatrick. They will be accompanied by a brass band, which will play "See the Conquering Hero Comes," and whoop things up generally.

Despite contrary rumors and announcements, Mr. C. E. Kluge will not compete in the St. Louis road race. He thinks, and very properly too, that a long scotch on the road would unfit him for path work, to which he intends to devote special attention this year.

A run will be taken by the Harrisonburg, Va., and Valley Wheelmen on May 12 to the Newmarket Endless Caverns. The caverns will be illuminated, and the admission will be fifty cents. Lunch will be served on the grounds by the proprietors of the caverns at a low price.

Balbo, the Cuban, who recently won the Championship Pool Tournament, has purchased a Columbia Expert. He is a general athlete and captain of the Havana athletic and base-ball clubs, and his action will doubtless influence other Cubans to take to the wheel.

Just before going to press we received an urgent letter from Mr. G. R. Bidwell, requesting that the Rights and Privileges bill petitions be sent in *at once*. There is trouble brewing. Get all the names you can and send the petitions to G. R. Bidwell, 313 W. 58th street, N. Y.

An unfortunate accident occurred at Prospect Park on last Saturday, resulting in the loss of three spokes out of Dr. Gilfillan's back-bone, and a sore and badly shocked spinal column to Mr. Frank Share. It has not yet been determined which of the gentlemen ran into the other.

"THE WHEEL is really a very readable and sensible paper, and it pleases us to see it arrive each week in the office." The above paragraph is from the *Bi. News*, Mr. Lacy Hillier's paper. We think Mr. Hillier is coming to the United States this year, and thus casts oil on the troubled water.

Mr. Jason Rogers, a reporter on the *Sunday Mercury* of New York, has started on a bicycle trip through the State. He will contribute the story of his trip to his paper as a news article. Later in the season he will tour through the South. He is a member of the Morrisiana Wheelmen.

An alliterative correspondent says that bicycling beats boating, batting, bathing, bowling, boxing, botanizing, barb-bestridding, by bringing bounding bodies, brawny backs, buoyant brains, and has become the boss banisher of biliousness, blues, and all bothering besetments.—*Omaha Chronicle*.

We have in type an interesting history of the Long Island Wheelmen, with a complete description of their club-house. Unfortunately, the full page illustration which was to accompany it, proved to be a mere botch, and we were compelled to reject it. It will appear in next week's issue.

The Pope Mfg. Company have issued a colored lithographed "Early Closing" card, on which several cycling scenes are represented. As these will be hung up at the entrance to business houses, it is a good advertisement for the sport. New York wheelmen can obtain cards upon application at the Pope Co.'s Warren street store.

The *N. Y. World* has editorially compared the pavements of London to those of New York, greatly to the disparagement of the latter. The press is beginning to wake up to the fact that there is economy in good roads. The League should endeavor to spread the doctrine, by introducing educational road articles into the columns of the lay press.

The Citizens Club held their regular monthly meeting last Monday week. Nothing of importance was done. After the meeting, an informal entertainment was given by the banjoists, zitherists and vocalists of the club. Cold ham, beans, *a la Boston*, and hot coffee were served, with smoking paraphernalia, of course. The pool tournament still continues, with the pool sharks far in the lead.

Massachusetts Club Runs—May 6, moonlight run to Waltham via Alston, Brighton and Newton; Saturday evening, May 7, moonlight run to Chestnut Hill reservoir, and return through Hammond street, Jamaica Plain, Brookline; Monday, May 30, all day run to Lynn to attend the races there, starting at 8:30 A. M. The evening runs are called for 7:30.

Mr. W. C. Herring, Ixion B. C., has retired his Ordinary in favor of a Star. He mounted his stellar wheel and reached the end of Riverside with only four dismounts, by which time he had completely mastered his new mount. On the way home he made her "zoon," which is Herringese for lightning-like rapidity. Mr. H. will not go to Japan, and the hearts of the tea-house Yum Yums will not be shattered.

We learn that good old John Ruskin has been giving his opinion on bicycling, which he considers an abomination. All the papers have printed John's "opinion," though it don't amount to a jot; is of no more account, in fact, than the opinion of a Cincinnati porker or a Texas steer on Munkacksy's "Christ Before Pilate." Some one has suggested that if Rusky would only *ride* a bike instead of *deride* it, why he might change his opinion.

Mr. Arthur Von Briton Kennedy Childe—the correctness of this name is not guaranteed—was in town last week. He spent Sunday hobnobbing with Mr. Frank Egan—fit companion—and Mr. Frank Belden. Gotham was unfortunately suffering from a puritanical paroxysm, consequently the trio were compelled to remain strictly decorous. In the evening they dined at the Hotel Brunswick. Wine flowed in rivulets. The Child and The Owl told their best stories, and then—but enough said.

We have it on good authority that some Brooklyn livery stable-keepers have been circulating a petition to have the wheelmen barred from the roads of Prospect Park. One of them offered a wheelman the princely sum of two dollars, if he would ride his wheel on a certain stretch of road, at a certain time. It is supposed that the stableman would have driven out a Park Commissioner behind a fretful horse, and shown him the effects of the bicycle on horses. The offer was promptly declined.

This is the time of the year when "dark horses," "wonders," etc., appear. Now will the par. beginning "Podunk boasts of a seventeen-year old boy who has ridden his quarter-mile in 37 seconds, etc.," make the rounds of the cycling press. We reproduce the first one of the season: "The Pope Manufacturing Company will have two dark horses in the field this season, one an amateur and one a professional. The amateur is pronounced a wonder, who rode a mile on an Expert in 2m. 42s., within three months after he first bestraddled a wheel. He rides a 60-inch machine."—*Boston Globe*.

Five miles bicycle handicap.—An amateur handicap at this distance was contested at the Twelfth Regiment games, held at their armory, 61st street and 9th avenue, last Monday evening. J. W. Powers, New York city, 10 seconds handicap, won by three laps, fairly spread-eagling the field; time, 18 minutes. The other competitors were: P. M. Harris, Ixion B. C., scratch; E. J. Halstead, Harlem wheelman, 15 seconds, and E. C. Parker, Harlem wheelman, 20 seconds. This race might have been more interesting had some one who knew anything about bicycling handicapped it. Powers should have been as scratch, with Harris and Halstead as good long marks, and Parker at the vanishing point.

A NEW PEDAL.—A new pedal for cycles has been patented by Mr. Frank Taylor, of Beaconsfield, Bucks. The object of this pedal is to give an increase of leverage during part of the stroke, without increasing the length of the crank. To effect this a small clutch is fixed upon the inner side of the pedal pin, by means of which the pedal automatically engages with the crank by the pressure of the toes toward the end of the stroke upon the front bar of the pedal, in the action of the foot known to cyclists as "ankling." This pressure of the toes locks the pedal with the crank, and gives an increase of leverage equal to the distance from the pedal pin to the front bar of the pedal. This increase of leverage will enable the cyclist to pass the crank over the "dead points," and will also admit of a shorter crank being used without loss of power. At the end of the stroke the pedal is free to reverse upon the pedal pin in the usual manner.—*Invention*.

JONAH'S JERSEY JOTTINGS.

THE WHEEL always brings us the first news of the week and is doubly welcome because it gets here a day ahead of the other cycling papers. By the time they arrive here much of their news becomes "tales twice told" to us readers; for THE WHEEL is sure to cover all the important events. I hope the day will soon come when the cycling papers shall contain all the news written up to the day before. The cycling journals are far behind the other papers in this. It seems inexcusable in these advanced days that copy should have to be in on Monday or Tuesday morning for a sheet published as late in the week as Thursday. If the present form of bicycle papers necessitates this, the pamphlet fashion should be given up and the big single sheet adopted. By all means and at whatever sacrifice of style let us have the news up to date. THE WHEEL comes the nearest to the desideratum, but let it not rest here until its enterprise has made it perfect; for they say that even perfection can be made more perfect.

On Wednesday last an Elizabeth bicyclist placed to his credit what I consider one of the most meritorious cycling feats ever performed in this section. Jude F. Decker since boyhood has been a gymnast and athlete and only last season turned his attention to wheeling. His machine became his constant companion in all his peregrinations long and short. In a little time he became an ugly customer for the local scorchers to tackle. A week or so ago a party of horsemen and wheelmen was discussing the relative merits of horse and wheel over any kind of road. Some years ago it was said that a trotting horse had made the journey from the Elizabeth depot to the Pennsylvania ferry at Jersey City in an hour and a quarter. Now the distance is about fifteen miles and the road, except between Elizabeth and Newark, is bad. Decker stood up for the bicycle and said he was confident that he could make the round trip in less than three hours—and stated his willingness to prove it at an early date. The start was made at 3.42 P. M. from the Elizabeth depot. The course was up North Broad street to the boulevard, to Newark, through Clinton avenue to Broad, down Market to the old plank road, thence to Jersey City. The train dispatcher's office at the latter place was reached at 4.58, or 1 hr. 16 min. from the start. After telegraphing his arrival he began the home journey at 5.05, arriving at the finish at 7.30 or in 1 hr. 25 min. He had made the thirty miles in 2 hr. 48 min. including rests. The merit of the performance lies in the fact that about fourteen miles of the distance was made through cities over cobble stones and Belgian blocks.

The Passaic County Wheelmen is a live organization and now has thirty-one members. As the club has many strong road-riders, there is a growing sentiment in favor of joining the road racing association. Now that the race-track is used exclusively for horse-racing, there is some talk of uniting with the Rutherford wheelmen in building a bicycle course near Passaic Bridge. The success of the meeting given last autumn, encourages the confidence that such an enterprise would be well-supported.

As the time for the road race approaches, the event becomes more and more the topic of conversation at the clubs. The candidates for team honors are beginning very generally to take constant road exercise, and the Irvington-Milburn course has been visited quite frequently of late by scorchers and dark horses. If the Kings County men are up to their form of last fall, it is pretty generally conceded that nothing over here in Jersey, at least, will beat them, unless "Lou" Johnson of the Orange Wanderers or Charley Stenken of the Hudson County Wheelmen can pilot a team of dark horses. Now Charley and "Lou" are old racing men, and if they appear in the course with a string of flyers, we may rest assured that they come with some hope of winning. It is believed that Johnson and Harry Wolcott can crowd 1.40 pretty close and known that Stenken can. The Rutherford, Union County and Elizabeth boys can be relied on to make a plucky run; but I think they are over-matched by such a team as the Kings County. They show the true sportmen's grit, however, in refusing to be silent partners in the concern. They recognize the fact that a good record will bring them as much credit in a losing race as a winning one. A good record is a good record whether a better one exists or not.

Of the *personel* of the teams, of course, nothing positive will be known until the race committees send in the entries a week before the event. I understand, however, that Deane and Iveson will be probable starters for Rutherford, and as far as I can learn, Tommy Burnet, Ed. Moore and Hetfield, stand the best show of getting in the Union County four. As to Elizabeth, eight candidates are in practice but no selection will be made until ample time and competition tests have been made. "Little Caldwell," who distinguished himself by finishing third in the first race when but fifteen years of age, is doing some work, though he is so handicapped by business that the only time he has for training is in the early hours before breakfast. Burrows, who road a bust race last fall among the leaders for fifteen miles and then broke down, is not at all discouraged and holds himself in readiness to answer the call of the committee if it chooses him. The Bonnetts have taken to the Star, but whether they have gained in speed thereby, cannot be said until the test of time is undergone. Bowman has now a light Star and should be able to cut down his time considerably. The Elizabeth and Union County candidates do quite a good deal of speeding over the boulevard and when they get down to real training chance meetings will, no doubt, produce some lively tussles, as both are to some extent rival local organizations.

It will be remembered that last fall Stenken, Powell and Wilhelm, the Star men, issued a challenge to any three amateurs in America for a team road race. I understand now that the Columbia people are anxious to take up the gauntlet thus thrown down and that before the season closes there will probably be a race. Crist, Powers and Rich are spoken of as the team to be pitted against them. The project is not yet far enough advanced for anything as to time, distance, or place to have been much discussed.

The work of putting the Roseville track in trim for use has begun. This time rumor is reality. All the Saturdays have been spoken for except seven, which have been reserved by the association for wheel race meets. "Get in, gentlemen, before you get shut out."

Jim Burdett of the Citizens did the middle man and specialty acts at the big amateur minstrel entertainment at Elizabeth last Friday.

Quite a number of Elizabeth Wheelmen responded on Saturday night to a call to help in the moving from the club rooms to the new house, and the furniture, pictures and wheels were hustled around to the new building in a way that showed how light were the hearts of the boys at the prospect of a change in quarters. The latter will be ready for occupancy in about ten days and will be a cozy little shanty answering all purposes for the present.

Kluge left the shop, where he is engaged in getting out the King bicycle, long enough the other day to have a chat with me. "No, I am not going to Clarksville," he said. "The hundred miles is a terrible undertaking and would be sure to break my speed for short distances during the season. I think I can do my wheel more good by showing its capabilities in a large number of short races. You have no idea of the terrible strain of such a race. A fellow gets along very well for about seventy miles and then all feeling leaves him and his body becomes perfectly numb. When he finishes he is put on a bed and the rubbing is begun to restore circulation. When the blood begins to circulate it feels as though a fellow was being punched with a thousand needles. Thank you no, it would take a prize of over \$500 to tempt me. We expect to have some of our machines out next week. We are going to build some 21lb. racers and 28lb. road racers. We shall have at least one of the latter in the Decoration-day road race."

"Do you think McCurdy is as good a man as George Weber was?"

"McCurdy may be better than George for twenty-four hours; but I don't think that there is a man living who could have beaten Weber in a 100 mile road race."

"What do you think of the chances in the proposed team race between Stenken, Wilhelm, and Powell on one side, and Crist, Powers, and Rich on the other?"

"I think that Wilhelm and Powell could beat the three crank men, but it would be a rattling good race."

Owing to the recent rains having left the country roads in not very ridable condition, the joint run of the Brooklyn Bicycle Club and the Somerset Wheelmen from Somerville, to and through the Oranges, was abandoned. Bookmaster A. B. Barkman was to have ridden to Somerville from Philadelphia on Saturday. Some fifteen of his club mates were to have met him there, and a large party was to have wheeled homeward together on Sunday. The Somerville boys are much disappointed that their plans for the entertainment of their guests were thus knocked in the head.

The new house of the Atalanta Wheelmen is by no means a visionary project, as considerable money has already been raised for the purpose.

The Somerset Wheelmen have established a series of early morning runs, starting each Saturday at 7 o'clock. The attendance has been excellent so far, the average being fourteen for the first three rides.

JONAH.
MAY 2nd, 1887.

PHILADELPHIA POINTERS.

It now appears that Mr. Jno. Wells has merely offered to assist the subscription for the benefit of the League as a sort of retributory joke. Wants to do the coals of fire act, etc. At least this is the *Press* version of it, but I myself have a little better opinion of Wells than that. A great deal of worry seems to have possessed the average cycling scribe, as to the probability of Bassett getting through the year without considerable loss on account of the *Bulletin*. Give the man a chance, gentlemen; the problem of the publication of so extensive a paper is not readily grasped in one day, or one month. It took one party we wot of nearly three years to find out that he could *not* run it.

The road race of the University Bicycle Association was run off on Wednesday, April 27, postponed from the previous Saturday. The course was twenty-five miles in and out on the Lancaster pike from Bryn Mawr starting, finishing, and having the half-way point at that place. After a sharp ride, C. B. Keene, '89, captured the race and the handsome gold medal in 1 hour 42 min. 25 sec. His only antagonist was Whitaker, '87, who kept within three seconds of him until after passing half way. Keene is one of our best riders, and as I see that Wilhelm, Powell and Stenken are out with a challenge to ride any three amateur wheelmen in the United States for any distance, I think I can suggest a team to beat them. How, for instance, would Christ, of Washington; De Blois, of Hartford, and either S. H. Rich, of Brooklyn, or C. B. Keene, University of Pennsylvania, do for an opposing team?

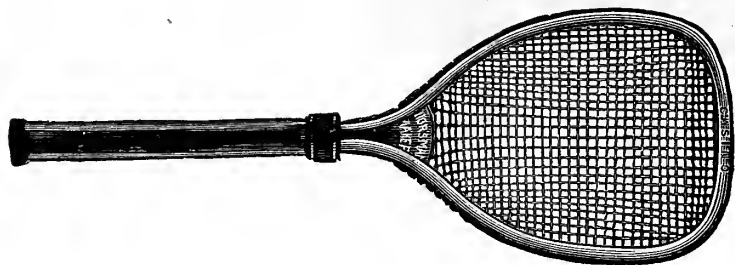
The Century Wheelmen of this city have taken up a new scheme to encourage road riding, and offer medals to each member covering more than 1,000 miles in the season. Fleming, the Philadelphia-to-Nebraska man, has already covered twice that distance, and expects to roll up close to 8,000 miles. His mount is a New Rapid. The Tioga Cycling Club offers a prize to the member covering the greatest number of miles; to the member covering the greatest distance in one day, and to the member taking the greatest number of rides, exceeding three miles each. A "booby" prize is also offered to the rider competing who shows the worst record. Both these clubs are young, live and energetic.

John Wanamaker, the Philadelphia merchant, has secured the contract for the manufacture of League suits. As this was given him in direct competition with New York and Boston firms, we naturally feel a little proud of the enterprise of the village, and hope some day to be almost as much of a town perhaps as, say, Boston.

One of last Sunday's papers gives a really pretty fair eulogy of Aaron—"the genial and courtly Aaron"—claiming for his industry and perseverance the present power of the Pennsylvania Bicycle Club. It is a fact that he did probably more to build up this club than any other man in it, and this is one reason that his club-mates refuse to believe any ill of him whatever.

The Schuylkill Navy Athletic Club of this city proposes to give, some time this month—probably the 28th—an athletic meeting, in which will be included one mile and two mile bicycle, and one mile tricycle races. Handsome gold and silver medals to first and second.

DIXEY.



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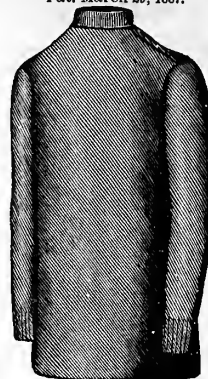
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Pat. March 29, 1887.



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Plain Colors or Striped.

Long sleeves, standing collar. Laced front, long sleeves. Jersey jacket, a new thing.

YACHTING.

Long sleeves, low neck. Long sleeves, half high collar.

ROWING JERSEYS.

Low neck, sleeveless. Low neck, long sleeves.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.

Our Bicycle Full Tights.

Are knit with selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



Bicycle Knee Tights.

Made same as full tights, to three inches below the knee.



Trunks.

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



Jersey Fitting Knee Pants.

Buttoned in Front, same as Pantaloons, without certain objections.

We offer them to the trade and clubs as **SOMETHING NEW**, and invite all to examine them.

Ladies' Jersey Fitting Tricycle Pants.

A NEW THING.

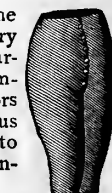
These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garments a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

Pat. Apr. 7, 1885.

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 Handsomest, Strongest, and best Handles in the
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 Only \$2.50.
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 PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

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 Light, Strong and Cheap, to order \$3 and 3.50.
 Send for Catalogue and Price List.

THE 1887 PATTERN
*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
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THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which
 though often tried by various Bicycles and Tricycles, has never been
 surmounted except by Mr. ALFRED BIRD, who on Saturday, Feb. 28th,
 and on the following Tuesday in the presence of witnesses, successfully
 rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordin-*
ary cranks and handles from base to summit without a stop. Many
 attempts had been made by others, and since Mr. Bird's feat, scores of
 famous road riders and hill climbers have tried to reach the top on other
 machines, *but without success.* This marvellous feat proclaims the
 Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38
 sec. establishes its claim to speed and easy running.

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—AND—

The Marlboro Tandems

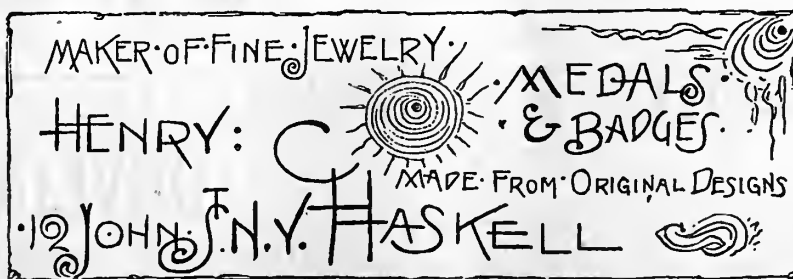
* WERE * THE * SUCCESSFUL * MACHINES * OF * 1886.*

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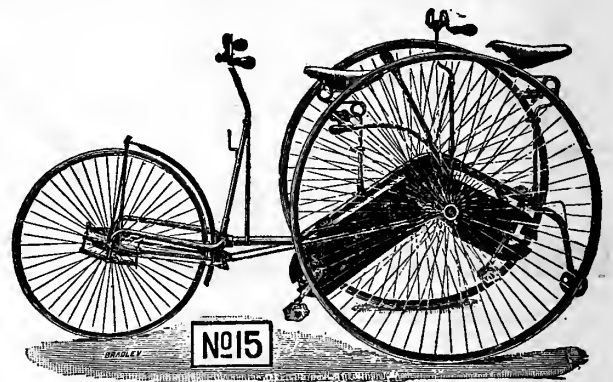


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STIFFEST UNBLEACHED BRISTLES, FOR POCKET OR TOOL BAG. BY MAIL, 75 cts. P.H. BERNAYS, LITTLE ROCK, ARK. FLORENCE MFG. CO. FLORENCE, MASS. FOR SALE BY THE TRADE.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

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Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

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If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

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TENNIS.

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- American Wheelman,50
- Wheelmen's Gazette,50

\$6 00

Mailed, post-paid, for one year for **\$4.75**

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THE * NEW * MAIL.

The Latest American High Grade Wheel.

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Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

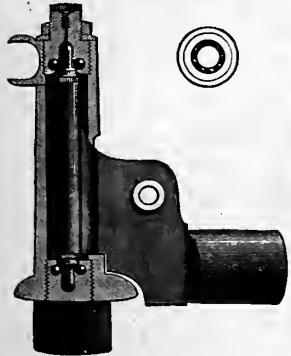
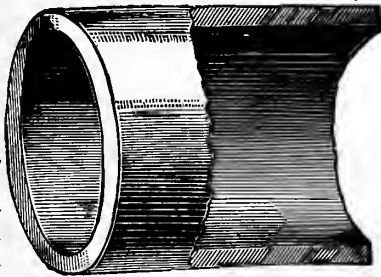
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Before Purchasing.

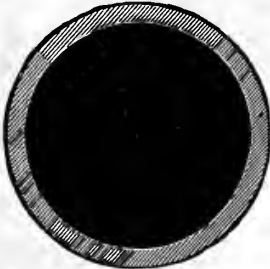
ASK Your Dealer For It.



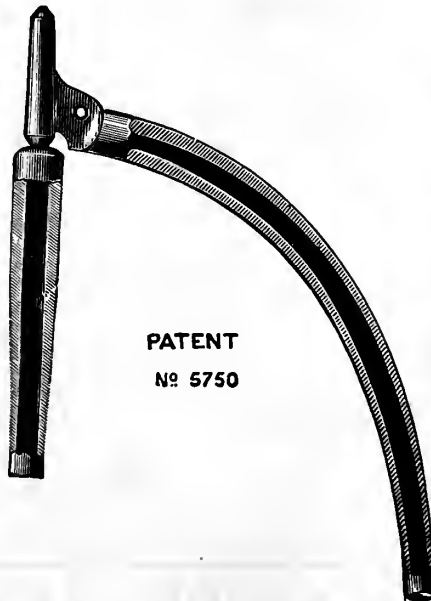
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.

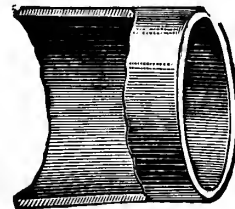


Sectional and end view showing strengthened neck end of Backbone.



PATENT
No 5750

Sectional view showing Backbone and Forks when made up: A splendid improvement.



Handsome Photograph OF THE

NEW MAIL

Sent for 14 Cts. in STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

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A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.

2. The experience resulting from devoting the whole of that time to the manufacture of higher grade bicycles.

3. The world over, in the making of everything, experience and the most valuable results go together.

4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.

5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.

6. With these advantages, it is simply natural that the Columbia should be considered, by the majority of American wheelmen who ride higher grade machines, as the best machines for all-around or special use.

7. The Columbia is the only machine which has been ridden around the world.

8. It has been ridden the greatest distance within the hour.

9. It has been pedalled across the continent many times.

10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.

11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent. of all the fancy riders in America ride Columbias.

12. There was never a Columbia which has been discarded because it was worn out.

13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of the trade does not admit of much for little.

14. In every Columbia is the full worth of the money paid for it.

15. When the majority of American riders of higher grade machines purchase and ride Columbias, and continue to ride Columbias, it is fair to presume that prices and machines are considered satisfactory.

16. The Pope Mfg. Co. is the largest cycle house in the world with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.

17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.

18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.

19. An examination of Columbias by prospective wheelmen must result in advantage.

20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.

21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.

22. The Pope Mfg. Co. rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.

23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

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EDWARD W. POPE, SECRETARY.

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Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by

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THE WHEEL
 A JOURNAL OF CYCLING
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Established 1880.

12 Vesey St, N. Y.

Vol. XII.—No. 7.]

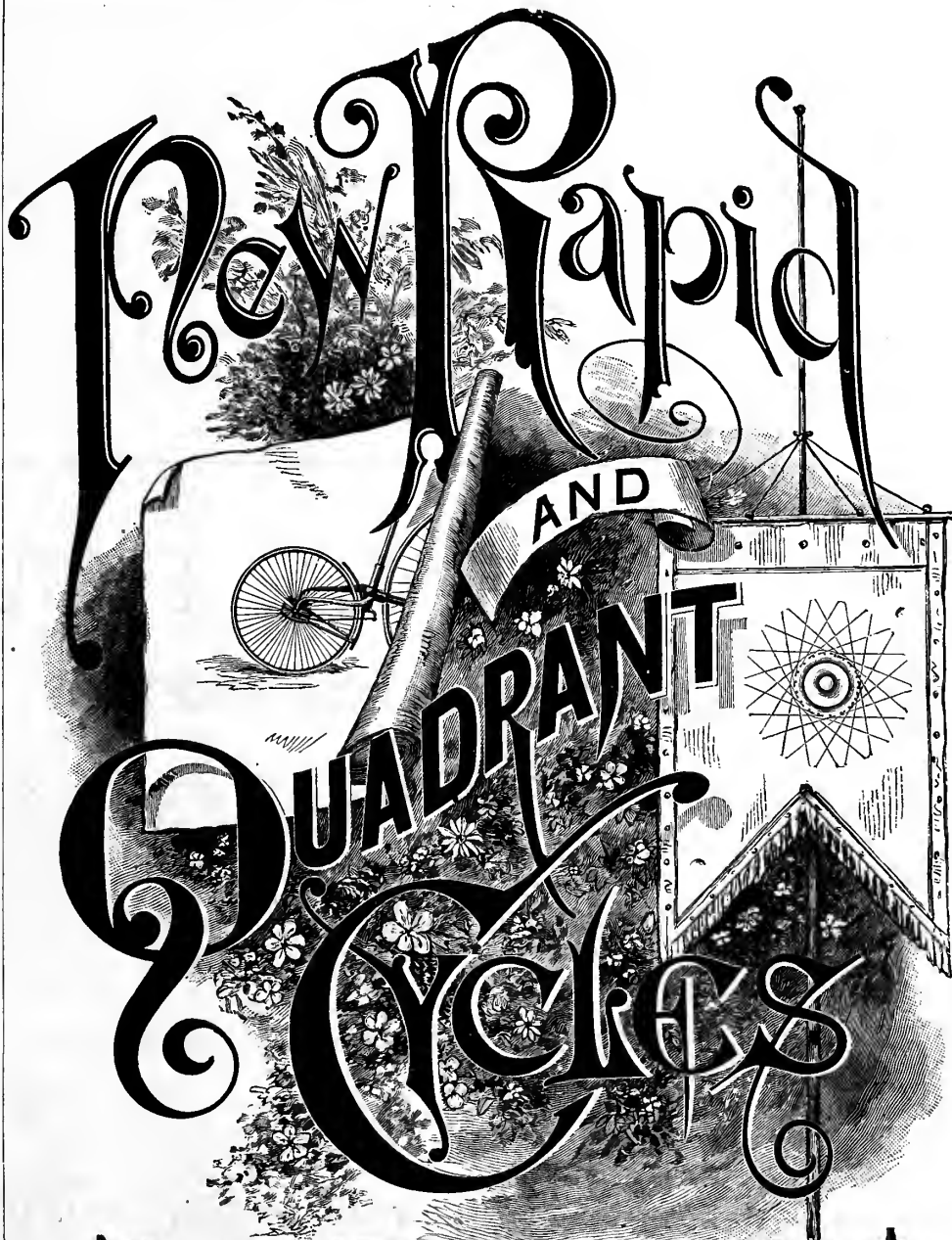
NEW YORK, MAY 13, 1887.

[WHOLE NUMBER, 293.

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Colds,
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Stiff Neck,
Bronchitis,
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Toothache,
Rheumatism,
Neuralgia,
Soreness or
Stiffness of
Muscles,
Sprains,
Bruises,

quicker than any known remedy. It was the first and is the only PAIN REMEDY that instantly stops the most excruciating pains, allays inflammation and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs. Athletes will find the application of Ready Relief of great value, in relieving all soreness and stiffness in the muscles

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Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentary, Colic, Wind in the Bowels and all Internal Pains.

There is not a remedial agent in the world that will cure Fever and Ague, and all other Malarious, Bilious and other fevers, aided by RADWAY'S PILLS, so quick as RADWAY'S READY RELIEF.

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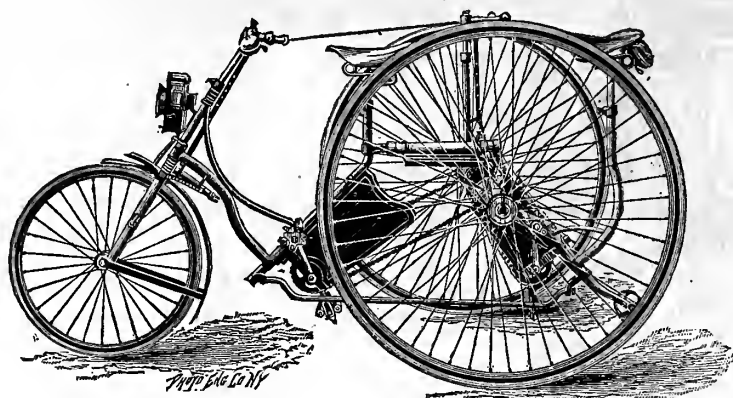
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SOLE U. S. AGENTS FOR THE

"CUNARD" CYCLES.

Testimonial from **T. J. Kirkpatrick, Vice-Pres. L. A. W.**

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

Gentlemen :—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced.* Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house room as a convertible machine.* I find it a *perfect machine,* in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked today, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be.*

(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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305 MILES IN 24 HOURS!

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WEIGHING ABOUT FIFTY POUNDS.

The semi-annual 25 mile road race of the N. Y. & N. J. T. R. R. A., on November 2, 1886, was won by HARRY J. HALL, JR. in 1 hour 37 minutes and 12 4-5 seconds, on a 48-inch Special STAR. H. GREENMAN, the third man in, also rode a STAR

The Star is the Fastest on the road, up hill, down hill.

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All the latest Improvements.

Trigwell's Ball Head, Perfection Backbone and Forks, Warwicks' new Hollow Rim, Spade Handles, Kirpatrick Saddle, Narrow Tread, Spokes wound seven times, Harwood's Adjustable Step.

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BLACK LEATHER,
 \$4.00.



RUSSET LEATHER,
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Columbia Bicycle Shoe

Boys' Bicycles, \$25 to \$90. Columbias, \$75 to \$150.

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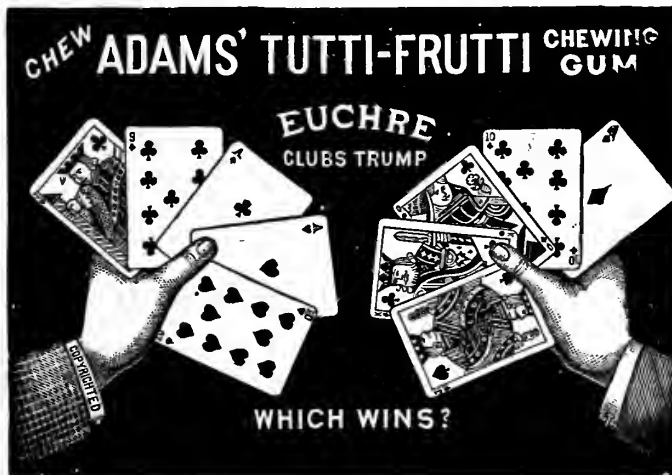
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It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.
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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*
 Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

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This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.
 It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

Sixteen Reasons Why the American Champion is the Most Desirable Wheel in the Market.

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- 1st. Bearings are the easiest running of any in the world.
 - 2d. Adjustment of bearing the simplest and best.
 - 3d. Adjustment of cranks the most rigid, no taps to loose.
 - 4th. Rims constructed to withstand the greatest amount of strain with no danger of buckling.
 - 5th. Head the strongest and most durable, has $3\frac{1}{2}$ inch bearing surface for neck, (*other wheels have $\frac{1}{4}$ to an inch only*).
 - 6th. The handsomest and strongest detachable one-piece handle bar.
 - 7th. The best break, spring and lever.
 - 8th. The most comfortable and elegant saddle.
 - 9th. Absolute dust-proof rear wheel bearings.
 - 10th. Largest section backbone.
 - 11th. Has more good patented novelties than all other wheels.
 - 12th. Comes at a reasonable price.
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 - 14th. The most elegant wheel that can be produced.
 - 15th. Is honestly made of the best steel.
 - 16th. We invite comparison piece by piece or as a whole with any machine in the world.

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NEW ORLEANS, LA.—Geo. T. Whatton & Bro., 5 Carondelet Street.
WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

EDITORIAL NOTES.

The *Wheelmen's Record* is persistently advocating Mr. John C. Gulick for member of the Executive Committee L. A. W. Our Indianapolis contemporary is too far from the seat of war to know that Mr. George R. Bidwell will undoubtedly be the candidate for that office; and by the way, let us pay well-deserved tribute to Mr. Gulick. We are in a position to know that he did most admirable work on the Executive Committee, and was in favor of making a clean breast of the Committee's findings months before the final exposé was made. He was principally concerned with the management of the Aaron-Wells-League difficulty, and his conduct was creditable from every standpoint. Yet Mr. Gulick cannot expect re-election, with so many prominent League men anxious for preferment. It should afford him considerable satisfaction to know that the man selected to succeed him is a personal friend and a member of his own club. Of course we are simply discussing the *Record's* ticket; not Mr. Gulick's expectations and inclinations, of which we are entirely ignorant.

It is reported that Cola Stone's ghost has been seen riding a bicycle in St. Louis.—*The Vermont Bicycle*.

We might have allowed the above paragraph to remain in the obscurity in which it was born, but it is just the sort of item which sixty-five bicycle editors—save the mark—will seize upon voraciously and scatter broad-cast over the country. Therefore do we wish to record the unqualified disgust which every decent man must feel at the utter lack of judgment, and absence of every sense of decency, which permitted such a state-

ment to be made. It is simply startling in its inanity. It is decidedly not humorous. It is an insult to the memory of the man and to his family and friends. There is not a calf which grazes on the green hills of Vermont, that could not fill an editorial chair with more grace, dignity and profit, than the man who could pen such a paragraph.

THE New York State Division, L. A. W., has just completed a road-book, which will be to all other road-books as the Division is to all other Divisions. It has something to be proud of, and further, it has a powerful inducement to non-attached wheelmen to join the League. We congratulate the Committee—Mr. Barkman, Mr. DeGraaf and Mr. Bull—on the successful completion of their work, and we hope the labor disinterestedly spent upon the book by its compiler, will not be underrated by members of the Division.

WE must disagree with our esteemed contemporary Editor, Mr. Bassett, when he asserts that the Committee on Rights and Privileges of any state had no right to give the results of the late League elections to the press until the returns had been approved by President Beckwith. We will presume that there are thousands of League members who are on the tip-toe of expectation and anxiety to ascertain the result of the balloting. Why then should they be kept in the dark, while the returns are going through a tedious course of snailish red-tapeism? The vote for the President of these United States has been known on the night of election, yet the formal declaration is not made until months after. If it could be shown that the scrutiny of the League President is absolutely necessary for the correctness of the vote, there might be some cause for keeping the result secret. But we believe such approval to be merely perfunctory, and such being the case, it is senseless and stupid for any State Committee to refuse to make public the results of the balloting.

WE regret to see the Secretary-Editor of the League apologizing to League members for the non-delivery of their tickets, and publicly appealing to the Membership Committee for eight lists now due, when private solicitation has evidently failed to produce any result. Positions of trust should not be confided to persons who have neither the time nor inclination to discharge their duties. The Chairman of this committee should at once send in the desired lists, or forever forfeit the respect and confidence of League members.

THE NEW YORK CLUB'S 1887 MILEAGE.

NEW YORK, May 6, 1887.

EDITOR OF THE WHEEL: The New York Club have started off their riding season actively; having covered 3,395 miles up to date, against 2,308 miles for the same time in 1886. The individual mileage up to May 1st is as follows:

F. M. Davies..... 365	C. L. Child..... 43
J. H. Hansen..... 284	E. W. Adams..... 79
J. M. McFadden... 197	C. A. Duning..... 29
E. M. English.... 160	W. C. Montanye... 22
F. W. Kitching... 213	A. J. Patterson... 137
A. L. Paynter.... 156	R. W. Weir..... 8
H. M. Archer..... 144	M. L. King..... 10
G. S. Daniels..... 135	L. O. Macdaniel... 26
J. B. Ray..... 62	Jno. L. Daniels... 32
J. O. Jimenis..... 154	H. H. Schieffelin.. 10
E. J. Shriver..... 136	S. A. Harriman... 10
H. S. Ranen..... 97	C. F. Shultas..... 8
F. Knothe..... 88	F. H. Kelly..... 43
W. B. Weir..... 55	
Total.....	2703

A number of ambitious racing men practice at the Manhattan Grounds, 86th street and Eighth avenue, every fair afternoon. Among the promising ones is "Alley" Pringle, of the Ixion Club, who is riding in good form.

THE RIGHTS AND PRIVILEGES BILL WILL PASS.

Since penning an item which appears in another column, we have received letters from Mr. Potter and Mr. Bidwell, which place the state of affairs in a different light. It appears that the hearing asked for by the Park Commissioners was not official, but simply the work of one member of the Board. The Judiciary Committee have decided not to have a hearing, but to report the bill favorably this week. From other private information received from Albany, there is now but little doubt that the bill will become a law.

THE BUSY WORLD.

The following testimonials have been received by the Gormully and Jeffery Mfg. Co.:

CHICAGO, April 27, 1887.

GENTLEMEN:—I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a Light Roadster, which cost me \$140, cannot be spoken of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine.

Yours truly,
R. H. EHLERT.

INDIANAPOLIS, IND., April 30, 1887.

GORMULLY & JEFFERY MANUFACTURING Co.,

GENTLEMEN:—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cyclor it is a case of "love at first sight." There will be many more here to keep it company before long.

Yours truly,
GEORGE S. DARROW,
Editor *Wheelmen's Record*.

The Chickasaw Bicycle Co., of Memphis, Tenn., take advantage of the low rates we offer to small dealers, and advertise in our columns. We commend them to our large Southern constituency.

Wheelmen are great smokers, but the wind burns away their cigars. The Risido, however, is the best cigar on the market for the price, and will doubtless be much in favor at the New York State Camp.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wein and Spirit Review* writes: "Probably the most remarkably record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

* * *

Stolen from my residence about 2 A. M., May 9th, one bicycle, an "Expert Columbia," fifty inch, full nickel except the wheels, which were enameled. Name and number (9118) can be found on the head. Had on at the time it was stolen a Lamson luggage carrier, a "Standard" cyclometer registering 787 miles, a plate on left fork with my name on, which can be easily removed, and Columbia double-grip handles. Parties seeing the above wheel will please notify Henry E. Ducker, or J. H. Clune, City Marshal, Springfield, Mass.

We are advised by eminent authority that riders should use a fine quality of cylinder oil in their bicycle heads. The ordinary lubricating oil has not body enough for the head, which needs a heavier oil.

WHEEL GOSSIP.

D. H. Renton is out on a Star.

The Pope Mfg. Co. has sold forty tandems this year.

The New Haven Bicycle Club has eighty-four members.

The Cambridge Club is on the look-out for larger quarters.

Mr. E. M. Aaron has resigned from the Pennsylvania Bicycle Club.

Outing will be represented at the League Meet by Thomas Stevens.

The Rich Brothers and Jesse Powers will ride Columbias this year.

The L. I. W. will admit seven new members at its next regular meeting.

Massachusetts wheelmen are to have a Meet at Martha's Vineyard in August.

Rev. R. A. Morris, of Tokio, Japan, does his missionary work on a tricycle.

The Kings County Wheelmen will have a race Meet about the middle of June.

The American Team have been astonishing the residents of Aberdeen, Scotland.

Colonel Pope will attend the League Meet in company with the Citizens Club.

In addition to the prices of League outfit published last week, add: Cap, 84 cents.

Messrs. Smith, Rogers and Fontaine, will probably represent the Citizens Club in the inter-club contest.

Philadelphia now boasts of Eugene M. Aaron, "Christ Before Pilate" and the League uniform contract.

Mr. H. S. Owens, formerly of the Capital Club, is permanently located at the Potter Building in this city.

Mrs. Goodsall, the lady Superintendent of Vassar College, rides a trike, as does Dr. Hall, the Principal.

The Citizens Club will admit a number of men at its next meeting, which will increase its membership to 140.

Mr. H. W. Hayes, 91 State street, Boston, supplies reduced rate tickets to St. Louis to Massachusetts wheelmen.

The business of Humber & Co., of Beeston, England, has been purchased by Mr. William Humber, a Birmingham capitalist.

The New York and New Jersey Telephone Co. are negotiating with a prominent cycle firm to put their messenger boys on wheels.

One of the magazines contained a review of the Pennell's Italian journey, in which their tandem is referred to as "a tricycle of the companion species."

The Flushing, L. I., Athletic Club will hold an athletic meeting on Saturday, June 18th, at which a one-mile novice and a two-mile handicap will be decided. Particulars later.

The Eastern Roads Club has decided to run its first race—25 miles—on Saturday, June 11th, at 3:30 P. M. The Secretary's address is W. R. Maxwell, Pollard Square, Somerville, Mass.

Mr. W. C. Herring, of the Ixion Club, sailed for England on Wednesday, on the Queen. He will take a continental tandem tour, and may favor THE WHEEL with some pen-pictures of men and places while abroad.

"Another bit of Philadelphia enterprise," says Chris Wheeler, referring to the League uniform contract. If it is the same brand with which wheelmen at large are already familiar, why, it will be warm for some one.

Races at Wilmington, Del.—At the games of the Warren Athletic Club, held last Saturday, C. B. Keen, University of Pa., won the mile handicap, in 3:18½. The two mile handicap was won by L. J. Kolb, University of Pa., in 6:06.

We wish to felicitate our esteemed contemporary, the *Bicycling World*, on the success of its metamorphosis. The old heading has given way to a light, fantastic, artistic creation, and the arrangement of the reading matter is quite attractive.

A new ballot has been ordered in the District of Columbia, to decide who shall be Chief-Consul, the last election having resulted in a tie vote.

Woodside has signed with Howell for five races, viz.: one, five, ten, twenty and twenty-five miles. The first and last events will be ridden May 21st.

Beauty visited the Columbia agency on Monday last. They were two sweet girl undergraduates from Wellesley College, and they bought a tandem, on which "us girls will have such lots of fun, you know."

Local wheelmen will regret the retirement from the Park Board of Mr. Jesse W. Powers, whose term expired May 1st. Mr. Powers was always in favor of granting the wheelmen their rights. He was succeeded by Mr. Waldo Hutchins and Mr. Meyers.

Eleven thousand dollars has been appropriated to macadamize Myrtle Ave. in the town of Jamaica, L. I. This will give five miles of macadam. Gates Ave. will also be paved with granite blocks from Brooklyn out to the new macadam on Myrtle Ave.

Racing at Lynn, Mass.—At the Boston Ins. of Tech. Games, held May 7th, the two-mile bicycle race was won by Warner, 6:40; Hayward, 6:50 2-3; Marsh, 7:01. The one-mile was also won by Warner in 3:16 2-5, and the three-mile handicap fell to him in 9:57.

Ha! Ha!—"For a bald headed go at the C. T. C. in general, and Mr. Shipton in particular, commend me to Karl Kron's last letter to THE WHEEL. The Queen's writ still runs in this country, so we think it judicious not to reproduce the epistle."—The Scorcher in *Irish Athletic and Cycling News*.

The Springfield Bicycle Club minstrels will appear at the Opera House under the auspices of Wilcox Post of Springfield, May 22 and 24. The minstrels have effected a permanent organization as follows: Business manager, W. H. Selvey; stage manager, A. C. Patterson; secretary, W. N. Winans; treasurer, F. A. Nickerson; property man, F. W. Weserfelt; assistant property man, C. W. Peters.

THE WHEEL, of New York, has vastly improved of late, and the last few numbers have been quite interesting reading.—*The Cyclist*.

We rarely produce the complimentary notices of THE WHEEL which many of our contemporaries are good enough to publish, because most of it is not from the heart, but it is pleasing to us to note the above paragraph in so great and candid a paper as *The Cyclist*.

A visitor this week at the Pope Co.'s Warren St. store was Judge Reeder, of Easton, Pa. The Judge expressed himself very strongly on the question of admitting wheelmen to public parks. He thought that more accidents were due to incompetent and drunken drivers than to anything else. A horse can be educated to regard a bicycle with as much stolidity as he has been taught to look at a railroad train.

Mr. A. B. Barkman has returned from Philadelphia, where he has been for the past three weeks, superintending the printing of the New York State Road Book. He was very busy, and did not see as much of cycling life as he had expected. He has deprived himself of all hirsute ornamentation, so that one can scarcely recognize him. In other respects he is quite himself. He rode back from Philadelphia a-wheel.

BICYCLES CARRIED FREE.—The Newport News and Mississippi Valley Co., have issued the following order to train baggage-men: "This is to authorize you to receive and carry, free of charge, in Baggage Cars, at the owner's risk and without checks, Bicycles, Light Equipment of Sportsmen, their Dogs and Game, when accompanied by owners on same train holding first-class tickets, owners to load and unload their own property."

Mr. W. B. Page, whose summer tours have interested the readers of the *Bulletin*, broke the running high jump record last Saturday, at Wilmington, Del., clearing the magnificent height of 6 feet ¾ inches, surpassing his best previous record by a half inch. Mr. Page, who is about 5 feet 6 inches in height, is without doubt the most remarkable jumper who has ever performed in public. He will sail for England late in June to represent the Manhattan Athletic Club of New York at the English amateur championship meeting.

VERY TRUE.—"The action of the League in regard to road racing is simply ridiculous in the extreme. A body that cannot legislate better than this organization, had better let the whole matter of racing alone. To take no notice of an amateur's riding on the road, and to stigmatize him when he rides on the track against a professional, is very funny."—*Boston Herald*.

The Rights and Privileges bill ran against a snag in the Senate, and was referred back to the Judiciary Committee, the Park Commissioners, or at least one of them, having demanded a hearing. In the *Herald* of last Sunday appeared Commissioners Crimmins' interview with a reporter. The Commissioner raved over the bill in his usual bigoted fashion, but his vapors were so unfair that no one took any notice of them. Everything that can possibly be done to forward the bill is being done, and it will doubtless become a law.

AN OLD-TIME TRICYCLE.—There is nothing new under the sun! In the city archives of Nuremberg is kept a velocipede of the year 1683, and in an old book, dated 1703, entitled "Historical Accounts of the Nuremberg Mathematical Artists," occurs the following passage: "Stephen Farriers of Altdorf went to work and constructed a little wagon on three wheels, in which, by means of an artistic arrangement, he managed to drive to church without any assistance." Hence the tricycle is only the revival of an old invention.—*Paris American Register*.

"Mr. Isaac Clarence Marsh, a member of the League of American Wheelmen, landed at Queens-town on Saturday from the Cunard Steamer Umbria from New York, and soon after started for Killarney Lakes. Dublin will next be visited, after which he will cross to England and spend a month there. He then purposes taking a tour through Scotland and the Continent, which will occupy about six months. Should Mr. I. C. M. call at this office whilst passing through town we shall be most happy to show him through."—*Irish Athletic and Cycling News*.

Races at Madison Square Garden, N. Y. City.—A two-mile handicap bicycle race was decided at this place last Saturday evening. First heat—E. W. Dean, Jr., Rutherford Wheelmen, 50 yards, 9 m. 11 1-5s.; A. Y. Pringle, Ixion B. C., 125 yards, 2nd; J. W. Powers, Harlem Wheelmen, scratch, fell twice. Powers could have won easily had he not fallen. Second heat—E. I. Halstead, Harlem Wheelmen, 60 yards, 9m. 22 3-5s.; E. C. Parker, Harlem Wheelmen, 50 yards, 2nd; P. M. Harris, Ixion B. C., scratch, 3rd; S. G. Whittaker, Jersey City, 85 yards, 0. Final heat—Halstead, 9m. 9s.; Pringle, 2nd, by a few lengths; Dean, 3rd.

The Springfield Bicycle Club band has been organized to furnish concert and parade music. To give an idea of the material and strength of the organization, the following is a list of the members: Clifford C. Chase, leader, clarinet; W. F. Stebbins and E. Wallace, first cornets; R. Ellis and F. A. Eldred, second cornets; F. Holden and F. A. Nickerson, key trombones; H. Syner, slide trombone; W. Thayer, W. L. King, R. S. Hitchcock and A. F. Jacobs, altos; M. H. Hathaway, flute; F. H. Williams and W. N. Winans, piccolos; W. D. Woodworth, baritone; F. Cizek and W. James, tubas; Thomas Carr, snare drum; J. Edgar, cymbals; F. Hodskins, bass drum; John W. Drown, drum major. Two other clarinet players will also be added. C. C. Chase, the leader, is an able and experienced musician and thoroughly understands his business, and his name is a sufficient guarantee of first-class work.—*Lynn Bee*.

BRAZING BICYCLE HEAD.—There are several ways of brazing such. I think C. M'Carthy will find the following to suit him: First, clean parts to be brazed, make them a nice fit, so that you have to give them a light rap with hammer to drive home, see that you have got both forks on square, drill a small hole through for you to hold firm whilst getting your heat, take out, get some borax and water, rub on parts to be brazed, get some spelter and borax, put inside fork, and insert head and pin. Now you are ready for your braze. A small forge is the best you can have, make your fire up nicely, let flare burn out, so that you have a red glow, place your part to be brazed on fire, and blow gently; take care not to burn bottom side. In a little while you will see a blue flare, as though it came out of the forks; take off immediately, and turn over for a few seconds till brass is set; you will find a solid braze.—ONE WHO HAS DONE IT.—*The Mechanic*.

"T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts.

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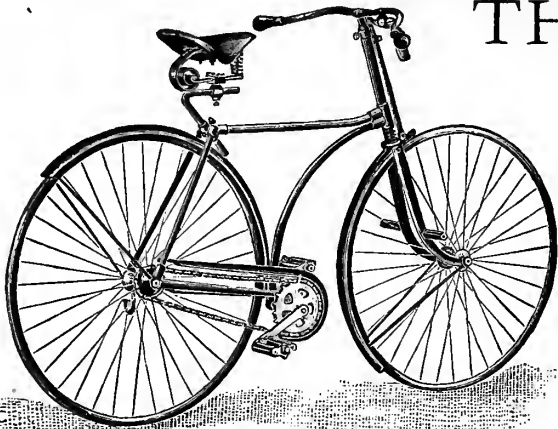
If you ride, you will do well to ride the best wheel you can find, and we want to ask but one favor in the matter, that you will SEE THE VICTOR before you buy.

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THEY TAKE THE LEAD! SINGER CYCLES.



APOLLO SAFETY.

The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00.

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety—Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

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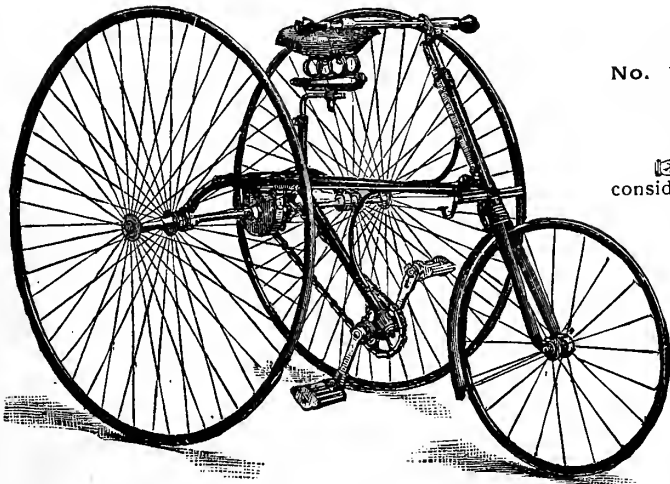
See these Wheels before buying. they embody new features, which are worth considering.

Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

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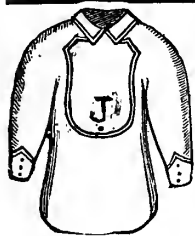
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101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.



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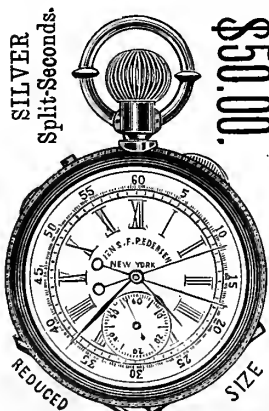
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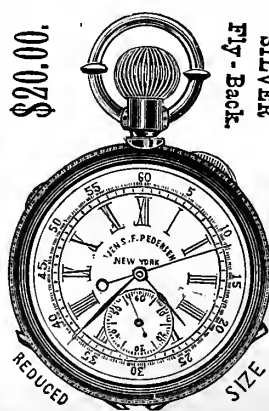
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SILVER Split-Seconds. \$50.00. REDUCED SIZE

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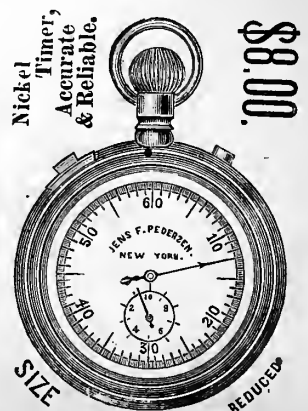


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Nickel Timer, Accurate & Reliable. \$8.00. REDUCED SIZE

My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

JONAH'S JERSEY JOTTINGS.

It has been a dull week for news—awfully dull over here in this alleged land of sand hills and salt meadows. My correspondents have forgotten their gilded promises, and hearkened not unto my cry for items.

Saturday was damp and threatening, and, not being of the genus "tough," I made my round of Orange and Newark per horse and steam car. It was my first trip Orangeward by horses of iron and bone, and I must say that, lazy as I am, I did not fancy the change. Who would, who had ever enjoyed the delightful wheel over the boulevard and up the hills, with the sweet reward for toil that is given one, when the school-house is reached and the beautiful valley lies spread out below? And when I sauntered into Llewellyn Johnson's he did not know me in my long-trousered garb. Not to see the gray-stockinged spindles was not to see me. And by the way, did you read in yesterday's *World* Henry Guy Carleton's funny screed on our Albany short-breeches introducers? I can see no objection in making the fashion unobtrusive among those that are "built that way"; but until Dame Nature is more generally generous in her bestowal of "fatted calves," I fear the wearing of Knickerbockers cannot be made universal.

Secretary Bridgman has sent me the entries for the road race. What a glorious field it is! Ten teams in all! Jersey sends Elizabeth, Rutherford, Hudson County, and Union County; New York names Harlem, Citizens, and New York; and Brooklyn gives us Ilderan, Kings County, and Brooklyn. And from what I can learn they are all in to run. Seven of the teams have had their mettle tested in one or both of the former races; but who can tell what surprises the Citizens and New York's have in store for us? What dark-horse scorches have they been fondling in their bosoms? What speedy flyers have they been adding to their ranks during the winter, while the rest of us have been sleeping. Then there is game little Union County. She may not "scoop the pot," but, mark my word, she'll not "carry the target." With forty starters it will be a road race the like of which this country has never before seen. It is too trying, of course, with sixteen hills to be climbed in twenty-five miles, for any records to be beaten; but the quartette that gets there first will be the most tired four that ever yet crossed a finish line. And the biggest assemblage of wheelmen that ever gathered in this country will be on hand to witness the race.

I was present the other evening at the ceremonies attendant on the presentation of the championship trophy, won by the Elizabeth Athletic Club in the all-winter tournament of the Amateur Athletic Bowling League. The wheelmen played no unimportant part in the exercises. Harry E. Duncan, Jr., or the Elizabeth Wheelmen, was the captain of the victorious team and headed the scores with an average of 176. Another member of the team was Tommy Burnet, of the Union County Wheelmen, whose average was 156. In the class of selected gymnasts were Burnet, Farrington, and Rhett of the U. C. W., and Bowman of the E. W. Farrington distinguished himself on the horizontal bar and trapeze, and Rhett paralyzed the audience with his handling of the roolb. dumb-bell. The latter is but a novice with the wheel, but if his great strength can be trained into availability, he will make some riders tired before the season closes.

Charley Stenken is keeping very quiet about his string of dark horses, and nothing can be learned of the probable composition of the Hudson County team. Willard P. Smith's capabilities, however, are well-known; but I do not know whether he is in condition or in training this spring. The Union County candidates were to have had a time spin over the course on Saturday afternoon, but I have not heard whether or not the threatening weather prevented it. Ed. Moore, one of the candidates, is doing good work. Saturday before last, notwithstanding the fact that a perfect gale was blowing, he covered twenty-five miles on the Elizabeth-Newark boulevard inside of two hours and finished fresh. He is a powerfully built youngster, just the sort to stand the wear and tear of a hard road race. A friend of mine had a talk with Rich the other day. "Quilly" thinks that Valentine will win the individual prize, and that this season "Val" will be one of the fastest men on the road and path.

I went to see C. F. Coddington, of the Atalanta Wheelmen, last Saturday, to learn something definite about the proposed club house. "We are going to have a club house," he said, "but how near in the future I cannot say. We are a conservative club and a small one, having now but seventeen members. The boys can put their hands in their pockets, if they only will, and easily build the kind of house we want; but at present they seem to prefer to raise the money in another way. Last Summer the Princeton College Glee and Banjo Club gave us a concert, which netted us five hundred dollars, and will give another the beginning of the next Winter season. We have a building committee and several architects have submitted plans. We intend to have a complete club house with bowling alleys, billiard rooms and every convenience. We are now looking for a site and have in our mind one on the corner of Fifth and Clifton avenues. You know that Fifth avenue is a fine macadam, and is the continuation of Park avenue, Orange."

The repairing of the top layer of Potter's clay on the Roseville track is now almost completed. A great danger has been averted by the placing of a railing above the pickets in the fence about the course. There will now be no chance of spitted racers being served up to the spectators. By the way, my appeal to the knowers that be, for some information as to the proposed track at Vineland, has so far brought no response.

The Atalanta Wheelmen offer four road prizes this season: One for the largest number of miles made, one for every century run, one for the greatest number of club runs attended, and one to the new member joining before July 1st who makes the best average score per month up to the first of January. Six members of this club during April made 1,685 miles in the aggregate. C. G. Halsey leads the record men with 480 miles up to May 1st.

Charles W. Freeman, of the Orange Wanderers, starts with the Shenandoah Valley tourists to-day. Great interest is being manifested in the coming Century Club run on June 4th. Captain Porter is assured that a large party will be on hand at 4 A. M., ready to make the attempt. A race meeting will be given at the Roseville track some time in June.

I have been favored with a copy of the "Constitution, By-Laws, and Club Tactics of the Atalanta Wheelmen of Newark, N. J." It is a perfect model of conciseness and good sense in every respect, and as a *multum in parvo* and boiled down concentration of good things, I have never seen its equal. No doubt C. F. Coddington, of 764 Market street, would be pleased to let any embryo club desiring one for a pattern, have one.

One of the recent converts to the Star was rushing wildly around Elizabeth the other day with a big bruise on his forehead, a shot gun in his hand, and vengeance in his heart, looking for the man who had deluded him into the innocent belief that the little wheel in front was a sure preventive of headers. A high rate of speed and a sand hole had done it.

Wheelmen who haunt the Roseville region will be rejoiced to learn that \$1,500 has been appropriated for the macadamizing of Roseville avenue between Sussex and Fifth.

L. H. Johnson has a fine topographical survey map of the roads of Northern New Jersey hung up in his store at Orange. It came from State Geologist Cook, who will probably extend the same courtesy to clubs, if they make the application.

Captain Porter, of the Orange Wanderers, has issued his printed schedule of runs—bicycle, tri-cycle, and general. On Decoration Day the road race will be the Mecca, as it will be of every club run in the State as far as I can learn.

Moonlight runs were called by the New Jersey and Elizabeth wheelmen for last Friday night. An unfriendly mist, however, clouded Luna's face so that but few attended the former and the latter was given up.

The painters are at work on the E. W. club house and the landscape gardeners are laying out the grounds about the Westfield mansion.

May, 9, 1887.

JONAH.

THE NEW YORK ROAD BOOK.

After fourteen months of preparation, the New York State Division Road Book is completed and ready for delivery. The book, an autograph copy of which has been kindly sent us by the compiler, is a distinct advance on anything in the way of road books yet published, and will not fail to reflect credit alike on Mr. A. B. Barkman and on the Division.

The book is of pocket size, well bound in very dark green leather; on the cover is stamped a gilt L. A. W. emblem and the title: "New York Road Book."

It contains 202 pages. The tabulated slips cover 14,000 miles of road, 11,300 miles of which is unrepeatable. The miles extend to Quebec on the north, Staunton, Va., on the south, Bar Harbor, on the east, and Cleveland, on the west. There is a straightaway route of 1,078 miles north and south, and of 1,028 miles east and west. The fifteen pages of index contains 1,641 cities and towns.

The first districts described are those local to the Metropolis, including the Long Island Districts, Staten Island, New York and Brooklyn. Routes along the Hudson river, through the Berkshire Hills and the Adirondacks are also given.

The roads are graded into five classes, viz: 1. Level, unnoticeable grades. 2. Rolling, slight grades; not troublesome. 3. Hilly, heavy grades; hard work. 4. Mountainous, generally unrideable or dangerous. The condition of the surface is also divided into five classes, viz: A 1. Fine, smooth riding, no dismounts. A 2. Good, easy riding, few dismounts if any. A 3. Fair, medium riding. A 4. Poor, hard riding, frequent dismounts. A 5. Bad, generally unrideable.

The tabulated routes contain the following information: Hotel or restaurant, points on route, total distance from start, distance between points, material of road, grade of road, condition of road at its best, general instructions. There are 140 pages of tabulated routes, after which follow the following articles: The L. A. W. Its Objects and Claims for Patronage. Constitution and By-Laws of the N. Y. State Division. The Law of Cycling, compiled by Isaac B. Potter. First Aid to the Injured. Directions for Resuscitating Persons Apparently Dead from Drowning. Practical Hints on Temporary Repairs. Consuls of New York State. League Hotels of New York State. There are also several maps as follows: Philadelphia. Orange, Buffalo, Staten Island, New York City, Brooklyn and Long Island Riding Districts.

The books will be mailed free to the members of the N. Y. State Division as soon as received from Philadelphia, which will be in a few days. Books will be supplied to League members of other states at \$1.00 each. Wheelmen eligible for League membership, but not members of that body, will not be sold the book. Address all communications to Mr. A. B. Barkman, 608 Fourth Ave., Brooklyn, N. Y.

PITTSBURG NOTES.

Plans for Decoration Day runs and tours are about completed with our clubs and some good riding, with much pleasure, is anticipated. The Allegheny Cyclers will attend the races at Beaver Falls, Pa., and several of their flyers will no doubt be on hand to push the leaders. The Pittsburg Wheelmen will ride to Wheeling, W. Va. from Washington, Pa., via the well-known National Pike, a good road with numerous big hills. The Keystones will leave the city Saturday night and make a two days' tour to Buffalo, N. Y., arriving there on the evening of the 30th, riding from near Conneantville, Pa., over excellent roads and paths, a part of which is the famous Lake Shore route. Much riding has been done by members of this Club the past week, the first of their road riding season, and should it continue their mileage will be immense at end of season.

Seward H. Murray, Captain of the Sewickley Valley Wheelmen, has been re-appointed L. A. W. Representative by Chief-Consul Jessup. This gentleman and President Seidel, of the Keystones, will attend the St. Louis Meet.

The appointment of John Wanamaker, as League tailor, seems to give universal satisfaction, the reputation of the house insuring good work; then too, we have a branch of the house here, by which we have a slight advantage. "KEYSTONE."

THE BALTIMORE 'CYCLE CLUB.

The handsomely decorated parlors of the Baltimore Cycle Club, Madison avenue extended, were on the evening of Friday, April the 29th, the scene of quite a brilliant affair. It has been the custom of the Club to throw their house open every Friday evening during the season, for the use and entertainment of their many lady friends, and during the season just closing it is estimated that at least three hundred different ladies have enjoyed the entertainments and hospitality of the 'Cycle Club, and probably just as many gentlemen friends, who were not members. But on Friday evening occurred the full dress final, which is held every season, and restricted to the members only. Though the evening proved to be quite inclement, at nine o'clock the carriages containing the members and their fair companions, began to arrive, and by ten o'clock, upwards of twenty couples were present. Soon after the parlors were thrown open, and the orchestra opened with a march from "Gypsy Baron," after which the regular programme was taken up, and the pleasures and fascinations of the highly polished floor were enjoyed until a late hour, during which the orchestra rendered with effect selections from "Erminie," "Gypsy Baron," "Little Tycoon," "Mikado," and others. At midnight the guests were ushered into the dining-room, which presented a scene of rare beauty. In the centre stood a long table, loaded with all the fruits, confectionery, etc., that the season would allow. The decorations were very beautiful. Grouped around the room were eight small tables, at which the party were seated, and served in courses with a substantial lunch, followed by frozen fruits, and ices, confections, nuts and coffee.

The president, Mr. C. W. Abbott, made a few remarks appropriate to the occasion, expressing regrets as to the close of the social season, and thanking the ladies for their assistance in rendering the closing season the most successful one in the history of the Club. Dancing was resumed at half-past one, and continued until nearly four, when with many regrets, the party sought their respective carriages and repaired to their homes, to meditate for a few hours on the last of receptions of the present season. Among the many present were: Mr. and Mrs. A. E. Mealy, Mr. and Mrs. Dr. Henry Chandler, Mr. and Mrs. Breckenbridge, Mr. C. W. Abbott, Miss Katie Bridener, Mr. C. B. Ludwig, Miss Josie Naehr, Mr. C. H. Boyd, Miss Carrie Miller, Mr. J. Frank Baetjer, Mr. W. M. Conn, Miss Blanche Naehr, Mr. Thos. E. Godwin, Miss Fugle, Mr. W. C. Breckenbridge, Mr. T. Stewart George, Miss Florence Maulsby, Mr. Robt. Meginnis, Mr. G. N. Jacobi, Miss Mattie Ford, Mr. F. G. Campbell, Miss Lucy Ford, Mr. Jas. Gray, Mr. P. L. Downs, Miss Dunleavy, Mr. A. Ganeaux and others. This will probably be the last social event that will be held in the present Club house, as the membership is growing so rapidly that the present Club house is already too small, and before the social season commences next fall, "the Baltimore 'Cycle Club" will be in its new Club house, which will be located more in the centre of the city, either on Eutaw Place or Madison avenue. Negotiations are now pending for the purchase of property on one of the above streets, either of which will place the organization in magnificent quarters, the equal of any in the country by bicycle clubs.—*The Baltimorean.*

BALTIMORE ITEMS.

The Baltimore Cycle Club gave their final German last Friday. It was strictly a club affair and was much enjoyed by all present. The supper was served about 11 o'clock and at 12 M. the German was begun and lasted until about 2 o'clock. Among the ladies present were: Mrs. A. L. Mealy, Misses Cassie B. Miller, Blanche and Josie Naehr, Lucy and Mattie Ford, Florence B. Maulsly, Katie Bryden, and Miss Fugle. The gentlemen were: Messrs. A. L. Mealy, Stewart George, W. Conn, Goodwin, Jacobi, Boyd, Graneaux, Campbell, Meginness, Clotworthy, and Webb.

I notice in last week's WHEEL that the Canadian poet speaks of "straddle bugs, straddling across the kitchen wall." If they have that kind of straddle bugs there, then we will abandon our proposed trip to that country.

Here is a copy of a letter received by me in regard to the Division Run spoken of in our last letter:

BALTIMORE, May 6, 1887.

MY DEAR SIR:—I have received your favor of recent date calling my attention to the advisability of calling Division Runs, with a view to making the members of our division of the League better acquainted with each other, and by so doing add to the pleasures to be derived from membership in the League, and at the same time increase the ability of the League to do practical good to all wheelmen.

I highly approve of your suggestion and think they should be called upon general holidays so as to enable all to attend. To call such runs on Sundays, as you suggested, would not, in my opinion, reflect credit on the League, owing to the extent to which it might be carried and the large number whom, I believe, would attend, making the run too much of an "affair" to be held upon *that* day of the week.

Hundreds of riders enjoy the Sunday morning runs quietly but would not like to take part in one that reached the size and dignity of a "Division Run" on that day.

In closing let me say, that I hope you will encourage the scheme all you can. If successfully carried out it will enlarge our membership and this is what is most needed now.

Yours sincerely,
(Signed) J. KEMP BARTLETT, JR.,
C. C. Md. Div.
VICTOR.

PHILADELPHIA POINTERS.

And now E. M. Aaron's resignation has been finally accepted by the Pennsylvania Bicycle Club, and the little "Napoleon of the League" offers his wheels and uniform for sale, whilst he retires to the St. Helena of intense application to the life insurance business. He steps down and out, and as it is unfair to hit a man when he is down, let us hereafter say what good we can of him and let the rest go. To him we owe much good that may well be remembered in extenuation of his faults.

The cycling man of the *Press* has not made answer to my bet on the respective merits of Messrs. Keene and Richwine. I guess he doesn't know how badly I need a new hat. Or it may be that he was down to Wilmington on Saturday last and saw the ease with which Keene, with three seconds start in the mile, gained fifteen seconds on Wilhelm, of Reading, who was scratch, and romped home a winner on a horrible track, in three minutes and nineteen seconds. Keene would have won the two-mile race on the same day, but fell in the third lap and was badly shaken up.

One of the Sunday papers, the *Item*, is howling for blood. It wants fresh blood, too, and plenty of it. "One thing" says the *Item*, "appears certain, that another term for President Beckwith is out of the question. Give us new blood. Give us a fresh hand at the helm." The writer of the above is old enough in cycling to keep up with the news if he wanted to, and he certainly must know that Dr. Beckwith does not wish, and has emphatically and absolutely refused to, serve again as President of the League.

The Century Wheelmen gave their first annual dinner on May 5th, at the Colonnade Hotel, the League hotel of this city. Seventy odd members were present, and with their invited guests, made as large a dinner-party for one cycling club as has ever gathered here. A very pleasant evening was passed, and the many toasts proposed by Mr. F. Read were happily responded to. George A. Jessup, our new Chief Consul, was present and responded to the toast of "The L. A. W."

Messrs. Bailey and Fleming, of the Century, have covered the biggest single day's ride this season, in an eighty-one mile trip to beyond West Chester and return. Bad roads.

Haley Weaver, of the Camden Club—an organization of about forty men and as active as any in this city—is a promising flier, and some of the members of his club think he is good for the best of the Philadelphia men. All right, Haley; but look out for Keene. The Camden Club wish to get up a race with the Pennsylvania as soon as the latter is ready. The University Club is in the same position, and an interesting inter-club road race may result. The track at the Stockton Park, Camden, is the best shaped track in this part of the country, and as it is devoted exclusively to bicycling, will have an excellent surface. It would

be very strange indeed if some of the Camden men did not turn out fliers before the end of the season, with such a track for a practice ground.

The Athletic Club, Schuylkill Navy, have secured the West Philadelphia track for the use of its members. This track was designed to be solely and exclusively a bicycle track and, while kept in order and so used only, might have been a pretty fair practice grounds. Now that the runners get on it, however, it cannot fail to be cut up, and will be useless for bicycling.

The interest in the tandem tricycle is growing daily. Several older riders have given up the two-wheeler for the three wheeled double, and I have yet to hear of one dissatisfied with the change. The Humber types, notably the Humber proper, the Sparkbrook, and the Traveller, are the favorites, although this must surely be from a lack of knowledge of the Crippler patterns. Our roads are, as a rule, so utterly depraved, that there is always more or less danger on the Humber proper, and anyone who has ridden a really good Crippler tandem will admit that the difference in ease of running, if perceptible, which I doubt, is not enough to make up for the greater confidence and safety on the latter machine. DIXIE.

THE BRUNSWICK, N. J., BICYCLE CLUB DINES.

The sixth annual meeting and dinner of the Brunswick Bicycle Club was held on Thursday, May 3d. The following officers were elected for the ensuing year:

President, D. H. Merritt; Secretary, Wm. H. Waldron; Captain, J. L. Merritt; Treasurer, Howard C. Rule; Sub-Captain, I. Kilbourne; First Bugler, A. W. Evans; Color Bearer, W. Vignes; Second Bugler, J. A. Bergen; Historian, C. D. Snedecker; Chairman Executive Committee, C. Van Anglen.

The annual reports showed great progress. The club rooms are in the Masonic Temple, centrally located and handsomely fitted, up the reading and billiard rooms being all that a bicycle club could desire.

The associate membership amendment was passed, and several prominent men took advantage of it and joined the first night. This new departure will greatly strengthen the club, which now numbers forty men.

The dinner was served at Dean's at ten o'clock, and was as social and fraternal as the Brunswicks' dinners always are. Toasts and speech-making carried the dinner way into the morning. If good-fellowship counts in the cycling world, the Brunswick Club are among the leaders.

LOCAL RIDING INFORMATION.

ADVANCE SHEETS OF NEW YORK STATE ROAD-BOOK.

THE BROOKLYN RIDING DISTRICT.

All good routes from Brooklyn lead through Prospect Park, and from most parts of the city good riding is to be found to the Park.

Henry street, from Pierrepont to Third Place; Clinton street, from Fulton to Atlantic; and Schermerhorn street, from Clinton to Flatbush avenue, have all good asphalt surfaces (with the exception of three blocks on Schermerhorn street, which are rideable block pavement). Asphalt is also to be found on Pierrepont and Montague streets for their entire length; on Flatbush avenue, from Atlantic to Seventh avenue; on Sixth and Seventh avenues, from Flatbush avenue to Union street; on Berkeley and Lincoln Places, from Sixth avenue to the Park, and also on Union street, from Hicks street to the Canal Bridge, above which is a rideable block pavement to the Park.

In the Eastern District, Bedford avenue is asphalt from the Fountain, at its northern end near the Broadway Ferry, to Bergen street, whence to the Eastern Parkway it has a fair gravel surface.

The CONEY ISLAND BOULEVARD, or Ocean Parkway, has a gravel surface, varying from good to fair, according to the weather. It extends from the Park direct to CONEY ISLAND, and is the popular local ride. The EASTERN PARKWAY is fine macadam from the Park to Bedford avenue, whence to its end, near East New York, it is from fair to poor.

TO PROSPECT PARK, FROM HAMILTON FERRY.—Union street to Henry street, left to Joralemon street, right to Clinton street, right to

Schermerhorn street; surface, "Block" pavement for a short distance from ferry, then all asphalt. FROM SOUTH FERRY.—Atlantic street to Henry, left, same as from Hamilton Ferry; surface, Belgian in Atlantic street, rideable. FROM WALL STREET FERRY.—Montague street, to Clinton, right to Schermerhorn, all asphalt from top of grade at ferry. FROM FULTON FERRY.—The best for riders from New Jersey, via annex boats. Columbia Heights to Montague street, then as for Wall street; surface good, wide sidewalk along Columbia Heights, no *dismounts* from top of grade at ferry, or direct up Fulton to Clinton on Belgian. FROM CATHARINE FERRY.—Take sidewalk to Fulton Ferry; then as from Fulton Ferry; sidewalk rideable when not obstructed. FROM THE BRIDGE—Cross Fulton street to Middagh, one block to Henry street, left to Montague street, left to Clinton, right to Schermerhorn; surface, good Belgian to Montague street, thence asphalt; or direct up Fulton to Clinton.

THESE ROUTES ALL CENTRE, at corner Clinton and Schermerhorn streets; from there Schermerhorn and Flatbush avenue, to either Sixth or Seventh avenues, to either Lincoln or Berkeley Places, to Prospect Park, Main Entrance; asphalt with a little Belgian, all good riding.

FROM BROADWAY FERRY, E. D.—Broadway, to Fourth, right to Bedford avenue, left to Eastern Parkway, right to Park.

The routes through the Park vary with the season, the WEST DRIVE being always open for cycling, while riding on the pathway, is restricted to the winter months, with certain exceptions. The tourist can familiarize himself by reading the Park Rules and Regulations, and can be directed by inquiring of the Park Police.

For Points east on LONG ISLAND, unless via Route (1); leave the Park by the Flatbush gate at the southeast corner and in close proximity to Clarkson street, Flatbush. For CONEY ISLAND, the Boulevard, etc., the exit is via the most southern or Boulevard entrance.

Aside from the Park and Boulevard the riding in this vicinity is confined chiefly to side-paths, many miles of which are to be found, averaging from fine to fair, affording excellent riding. There are some grades, but no hills worthy of mention, except one just out of New Utrecht, one on the Flatlands Neck Road, and a few on the Shore Road, between Bay Ridge and Fort Hamilton. All can be easily ridden, if surface is fair.

WHEELMEN OF NEW YORK, take ferry from east Twenty-third street to Broadway, Brooklyn, E. D., thence to Prospect Park as per directions.

WHEELMEN OF JERSEY CITY, by taking the Brooklyn Annex to Fulton Ferry, may enjoy the riding of this locality with less trouble and more comfort than going to Newark or Orange by train.

HOTELS.—Pierrepont House and Mansion House. There are good restaurants at the Farm House and Park Shelter in Prospect Park, and numerous places of refreshment on the Boulevard.

REPAIRS.—John Wenstrom, League repairer, No. 179 Flatbush avenue. Schwalbach and Willdigg, Prospect Park Plaza.

CLUB DIRECTORY.—THE BROOKLYN BICYCLE CLUB, No. 112 St. Felix street; KINGS COUNTY WHEELMEN, No. 159 Clymer street; LONG ISLAND WHEELMEN, Prospect Park Plaza; ILDERAN BICYCLE CLUB, Flatbush avenue, near Sterling Place; MERCURY WHEEL CLUB, Flushing, L. I. The Kings County and Long Island Wheelmen are both contemplating a change of location.

NEW YORK CITY RIDING DISTRICT.

The entire city below 59th Street is paved with stone, and most of it so badly as to make riding impossible, but a fairly good route from the Grand Central Depot to Central Park—about one mile—has been made within the past year by an excellent Belgian pavement on Fifth Avenue.

Above 59th Street FIFTH AVENUE is macadamized, but has a poor surface as far as 110th Street. The BOULEVARD furnishes rather a better macadam as far as 155th Street; and above 110th Street FIFTH and SIXTH AVENUES are good to the Harlem River, SEVENTH AVENUE fairly good, and ST. NICHOLAS AVENUE, which crosses diagonally from Sixth Avenue and 110th Street to Tenth Avenue and 160th Street (where it is merged into the Kingsbridge Road), is also fair riding. Of the cross streets, 72d Street, from Eighth Avenue to the Hudson River; 110th Street, from Fifth Avenue to Riverside Drive; several blocks on 116th Street, east from Seventh Avenue,

and the same distance on 124th and 128th Streets are macadamized, but none very well. ONE HUNDRED AND FORTY-FIFTH STREET, from Sixth Avenue to the Boulevard, has a fine macadam surface, with a very steep hill going west; and several other streets on the upper end of the Island are macadamized for short distances.

PARK PRIVILEGES are very limited, consisting only of the WEST DRIVE from 59th Street to 72d Street, and RIVERSIDE DRIVE over its whole length of three miles, from 72d Street to 124th Street, at all hours; and also the West Drive, from 72d Street to 110th Street, between midnight and 9 A. M. No coasting or speeding is allowed, and wheelmen must wear a badge issued by the Park Department which can be obtained at the Citizens Club for 75 cents; neither whistles nor bells are required. The route via the West Drive, 72d Street, Riverside Drive, and 122d Street to the Boulevard is usually taken to and from the UPPER PART OF THE ISLAND as giving better riding, although about half a mile longer than via the Boulevard direct.

For all day trips the favorite routes are along the shores of either the Hudson or the Sound, the former to Yonkers and Tarrytown, the latter to Pelham, New Rochelle and Portchester.

To go to YONKERS several routes are available: 1st. Via BOULEVARD to 160th Street, then taking left sidewalk to intersection of KINGSBRIDGE ROAD, which follow to KINGSBRIDGE, Route (20). 2d. T. R. from BOULEVARD to Tenth Avenue, T. L. on asphalt between tracks of CABLE ROAD to 159th Street, T. L. on Kingsbridge Road to KINGSBRIDGE. 3d. By before mentioned route, continuing on Cable Road to the Highbridge Water Tower, cross HIGH BRIDGE on foot, T. L. to RIDGE AVENUE, T. L. to Kingsbridge Avenue, T. L. to Kingsbridge. 4th. T. R. from Boulevard (or Riverside Drive) at 110th Street to Sixth Avenue, T. L. to 145th Street, T. R. to Seventh Avenue, T. R. to McCOMB'S DAM (Central Bridge); WALK across bridge, take first left-hand road along Harlem River to R. F. beyond HIGH BRIDGE, and thence to and via RIDGE AVENUE as above; or else reach Ridge Avenue by keeping out Jerome (Central) Avenue from McComb's Dam, and T. L. at MANHATTAN HOTEL (Judge Smith's), see route (14). 5th. T. R. from Boulevard at 145th Street to Seventh Avenue, and thence to McComb's Dam, etc. All routes are hilly beyond 145th Street and surface variable. Kingsbridge Road has been under repair for the past three years and at times unrideable, but should improve in 1887. On the contrary, Ridge Avenue was fine two years ago, but has lately deteriorated sadly. Beyond KINGSBRIDGE, TO reach YONKERS, T. R. via BROADWAY along level road, but somewhat rutty surface, or T. L. up the long RIVERDALE AVENUE hill over nearly perfect macadam, although rather heavy grades. The latter gives much more attractive scenery. From YONKERS TO TARRYTOWN are steep hills, but splendid macadam and fine coasting. Direction is plain going north, except that beyond HASTINGS L. F. should be taken via Lexington Avenue, through DOBB'S FERRY; but coming south the forks are deceptive, unless sign posts are carefully watched. From HIGH BRIDGE TO YONKERS a pathway runs along the top of CROTON AQUEDUCT, which is sometimes used by wheelmen, but the necessity of opening gates or climbing fences makes the route a tedious one.

For routes along LONG ISLAND SOUND, take Boulevard (or West Drive, 72d Street, and Riverside) to 110th Street, T. R. to Sixth Avenue, T. L. to 124th Street, T. R. to Lexington Avenue, T. L. to 128th Street, T. R. to Third Avenue, and HARLEM BRIDGE; nearly all fair to good macadam. Take first road beyond bridge—SOUTHERN BOULEVARD—to right, which gives about three miles fair, level macadam, to WESTCHESTER AVENUE (don't go into West Farms); T. R. by rather sandy road and worn macadam to WESTCHESTER. Stop at Fitzpatrick's St. Boniface House for good entertainment, and ask for directions through Furman's Place to PELHAM. Thence along shore of Sound is fine to NEW ROCHELLE, and fair to poor as far as PORTCHESTER, but gets worse beyond. FORT SCHUYLER is reached from Westchester by a road sandy in places, but which affords a very pleasant ride.

Of several routes to MT. VERNON the best is over McComb's Dam bridge and via Jerome Avenue, through a heavy road to Fordham Avenue, T. R. to Webster Avenue, T. L. to WILLIAMSBRIDGE, over bridge, and T. L. to Mt. Vernon;

the latter part all worn macadam. From Neperan Avenue in YONKERS a fine macadamized hilly road leads direct to Mt. Vernon.

The direct route to WHITE PLAINS is via Jerome (Central) Avenue; but beyond JEROME PARK this is very poor for some distance. A BETTER WAY is from YONKERS out Neperan Avenue to NORTH YONKERS, and T. R. to Central Avenue; then T. L. to White Plains. From last named intersection a very pretty country road leads through BRONXVILLE to Mt. Vernon. From WHITE PLAINS west to TARRYTOWN and east to PORTCHESTER the roads are sandy, hilly, and poor.

The SAW MILL RIVER valley is reached from Yonkers by Neperan Avenue to North Yonkers, then T. L. It affords good scenery and fair roads. A fine cross road leads from Ashford (Arsdale) to Dobb's Ferry, and also from East Tarrytown to Tarrytown.

One generally unknown road is from Central Avenue at L. F. beyond Woodland Cemetery, straight across the country to North Yonkers. Riding is poor, but views are the finest in the whole district.

From MANHATTANVILLE—at the northern end of Riverside Drive—ferry can be taken to FORT LEE, from whence a very pretty road extends south to GUTTENBERG, and by walking up the hill to the north the top of the PALISADES is reached, and good riding thence to ENGLEWOOD. The coast from the Palisades down to Englewood is exciting, but should be taken with caution.

TRANSPORTATION.

The best transportation below 59th Street is by the Belt Line of cars, which charge 15 cents for wheels carried on front platform. This line runs around the city at the water-front, crossing from one river to the other at 59th Street, passing all ferries.

FERRIES.—From West 23d and Chambers Streets to Erie Railway; from Christopher and Barclay Streets to HOBOKEN and D., L. & W. Railroad; from Desbrosses and Courtlandt Streets to JERSEY CITY and P. R. R., and from Liberty Street to COMMUNIPAW and N. J. Central and P. & R. R. Ferries to BROOKLYN run from the Battery, Wall, Fulton, Roosevelt, Grand, and East 23d Streets, the last named being the best for New York riders to reach Prospect Park, etc. For the L. I. R. R. take ferry from East 34th Street.

CLUB DIRECTORY.—CITIZENS BICYCLE CLUB, No. 28 West 60th Street; NEW YORK BICYCLE CLUB, No. 302 West 58th Street; IXION BICYCLE CLUB, No. 351 West 59th Street; HARLEM WHEELMEN, No. 123 West 124th Street.

AN AMERICAN ABROAD.

PARIS AND ITS SUBURBS.

Were I a resident of Paris, I should ride the tricycle, because the three wheeler can be used everywhere, while the bicycle is not allowed on the Champs Elysees, and some of the Boulevards. Saw but two bicycles on the street during my stay, but quite a number of the other form.

I opened my riding season last Sunday (April 24), in Paris, with a 25-mile run about the environs. Understanding that there was a place on Avenue de la Grande Armee, beyond the Arc de Triomphe, where wheels could be obtained, I repaired thither. The man in charge couldn't speak a word of English, and my French was as far off. Then a pretty girl came upon the scene, and between her bad English, and my worse French, with use of pencil and pantomime, *ad lib.*, I finally succeeded in getting what I wanted. At the first hitch, she couldn't understand that I only desired to hire the affair, and so showed me all the catalogues in the house.

"*A louer*," I said at length, chancing to think of the numerous signs "*appartements a louer*" upon the streets.

"*Oui! Oui! Oui!*" she exclaimed, following with such an inundation of French that it nearly took my breath away. She had "caught on" at last, so I went to the next consideration, price. Here was another hitch, but luckily "*tariffe*" coming into my head in good time, she again saw the point. To make a long story short, by the end of fifteen minutes I had hired a very good tricycle, of French make, for six hours, at the modest tax of nine francs; and they were willing to lend me a chain and lock for nothing. Could I ride? Oh, yes, and then I wrote upon a card, "*membre de la plus grande societe velocipedique, en*

Amerique—the Massachusetts Bicycle Club" (pardon the spelling and lack of accents, reader, that's the way I wrote it). The girl rattled it off to the male attendant in fine style, and he set the saddle up an extra inch, while an expansive grin played from ear to ear, across his face.

I mounted at the door, and was soon flying down Avenue Neuilly at a good pace, over fair macadam, the centre of the street being paved with Belgium block. This frequently encroached upon the gravel, and as it was city or near suburbs all the way to Puteaux, and into Suresnes, for that matter, it was not the pleasantest riding. For nearly a mile I bumped through Suresnes over stone pavement, simply because, unable to understand the language, I did not know that a lovely road bordered the Seine not a hundred rods to the left, and I had the good fortune to strike it, only after passing through the town. But I do not regret the mischance, for it was market day in Suresnes, as well as Sunday, and I was able to see the common people at their best, and to observe much that was strange and interesting.

Into the country at last, with the Seine flowing between me and Paris, I rolled along at a livelier pace, notwithstanding wind and dust. Just over the river lay the Bois de Boulogne, smiling in the soft greens of spring; and a little farther along, I came to a bridge, spanning the river, and leading to one of the entrances. Here I paused to make an inquiry of a soldier—"the woods were full of them"—and, while waiting, four wheelmen rode up to enter. They must have been suburban club men, though the only uniform worn, if uniform it could be called, was an immense silk jockey cap in glaring colors—purple and yellow I think. Moreover they tied their pantaloons around their ankles with strings. They circled around me and dismounted, but as I did not like their looks, and could not speak the lingo, I took it for granted that they were merely halting for a rest, and passed on without a word.

And now the way grew charming. Half a mile back from the Seine, on the right, extended a line of green hills, the land between sloping gently to the road; and with its orchards in bloom, its gardens, and lovely little *chateaux* nestling in the hillside, amidst the trees, it formed a most pleasing panorama. On the left of the road extended a continuous line of tall sycamores, and not fifty feet beyond them the clear river sparkled in the sunlight on its way to the sea. Occasionally boatmen were seen, or the tiny Paris steamers would rush by freighted with merry holiday makers. Approaching St. Cloud the gardens disappeared; there was more forest, and the *chateaux* crept cautiously to the roadsides, hiding behind high, dead walls of stucco, which, in England, would have been hedges, and in America, white picket fences. Gazing through the massive iron gateways I saw only small, rather inferior houses of stone or stucco, unattractive in their surroundings, prisons rather than homes.

St. Cloud was filled with soldiers, and memories of the siege of 1870 were revived, for here the capitulation of Paris was signed, and here stands the ruins of one of the palaces of Louis XIV., which was destroyed in that memorable era of French history. This was also, at one time, the residence of Louis XVI. and Marie Antoinette, as well as a favorite retreat of Napoleon I. and III.

The river road to Sevres, on the right, was closed for repairs, and I was forced to cross to the left bank at this point. Here everything was newer, the houses, many of them, were fresher, more attractive and the protecting walls less forbidding, frequently dwindling to high iron fences. Ever and anon little *cafes* were encountered, various alluring signs appearing in conspicuous places, a common one being "*Matelote et Friture*," modestly announcing that eels cut into suitable lengths, and a small river fish of the gudgeon species would be served to order. The word "*vin*," of course, appeared everywhere in various combinations. As I approached Sevres I was much puzzled, to know the meaning of "*Commerce de vin traiteur*" which occurred with more and more frequency, the first word sometimes being abbreviated into "*Com'ce*." It meant simply that wines could be sold to carry away, as well as to be drunk on the premises. Crossing the Seine again, I enter Sevres, noted for its porcelain manufactory, and am soon sitting in a *cafe* drinking *l'eau de Selz*, (seltzer) and gazing at the strange motley of jabbering French rustics, in blue blouses, or killing Sunday dress, who have stopped to look at the tricycle.

Mounting again, it is a straight road to Versailles. Heavens! How the memory of that mile climb

over bad Belgian, against a strong head wind, comes over me, even now. And the blisters have not yet healed.

It is a long lane that has no turning. The remainder of the road to Versailles, until the Avenue de Paris was reached, scarcely a mile from the palace gates, was superb macadam; but the way was still onward and upward, each summit and bend in the road disclosing new grades to be surmounted, until, vexed with the steady pull, as well as the steady head wind I wanted to use strong language, and should have done so, doubtless, had it not been Sunday. I might remark that Sunday does not appear to be as rigidly kept there as in Boston where it is wicked to buy a glass of soda water, or to get a shave. The shops in the towns were all open—butcher, baker, and candle-stick maker being ready for business, though business did not seem very brisk, notwithstanding that the streets were filled with people. The little cafes and billiard-rooms, however, were well patronized, and shouts and laughter from unseen merry-makers all along the way were frequently heard.

Of my visit to the palace I will not speak lest it seem but guide book echoes. Enough that I saw the bed upon which Louis XIV. died (I don't blame him); and the private apartments of the three Maries, Theresa, Leczinska and Antoinette. We were shown the bath-room of the last-named, and a charming little boudoir adjoining, which an English-speaking visitor very freely translated, from the descriptive remarks of the guide, as "the drying-off room." But enough of dead royalty.

What shall I say of the return? It was five miles to Sevres, over a smooth road, down hill, and with the wind. Just think of that, reader, and say if you blame me for winking at myself half a dozen times in the great mirrors of the glass gallery of the palace, at the mere prospect. The broad, level billiard-table surface of the Avenue de Paris was soon passed, and the descent began. Never mind the brake! And how we flew! Then the sun went behind a cloud; and a few pattering rain drops fell, the wind died away, and half a mile further on the whole bottom of the sky seemed to drop out at once. Did I wink at myself in the roadside puddles then, as I rushed on? Did the disagreeable little French urchins make me happier with their yells and taunting remarks? It is true that I had not the most remote idea what they were saying, but they had their fun all the same, and when I dismounted under the lee of a roadside cafe they took me by storm.

But I soon mounted again, and reaching Sevres, took a direct course for Paris over the Avenue de Versailles, after crossing the Seine. This thoroughfare is superbly macadamized, and is very straight; so straight that I was soon able to discern in the distance before me the gilded dome and spire of the Hotel des Invalides. In time the Seine was met again, and for the remainder of the way I coursed its bank almost to the Place de la Concorde.

The Avenue des Champs Elysees upon Sunday afternoon is one of the sights of Paris, as it is filled with two dense moving streams of carriages, the one going up, the other returning, while the walks upon either side are black with humanity. Into this throng of rolling vehicles I was forced to plunge, and the experience was certainly worth the hire of the machine, inasmuch as I was in the very midst of gay Paris on wheels for half a mile. The Triumphal Arch gained, I turned down Avenue de la Grande Armee and was soon at the door of the cycle establishment. Bill was paid, lock and chain returned, and with a good-bye for the young lady, my run was over. But this was the sequel Monday morning, by post:

MISS. CH. RICH'D. DODGE,
GENTLEMAN:—You have forgot to render to us the key of the padlock. please you have the kindness to send.
Yours, etc. etc.,

I recognized the feminine handwriting, and complied.

There are a number of fine tricycle establish-

ments and agencies in Paris, and wheels are used considerably, though not as much as one would suppose with such magnificent streets. I saw but one tandem during my week's stay, but the riders were fine-looking men, in helmets and the regulation knickerbockers and stockings, and they rode well. The double machine ought to become popular in this country, as the straightway roads from city to city are kept in grand order, and are "billiard-table surface,"—one advantage of large standing armies. I wish I had the time to try them for a day or two.

CHARLES RICHARDS DODGE.

A PETULANT PLAINT.

L. A. W., No. 2,747, has an amusing, but thoroughly honest and sincere plaint in the *Bulletin* of May 6th. It bristles with: Is it possible, I believe, I hopes, I notices and I wishes. "Why is it," says 2,747, "that THE WHEEL published *two weeks ago* the result of the election in this State; and in last week's number of the *Bicycling World* and WHEEL appear the election of officers in Illinois, while the *Bulletin* is minus *any* report whatever?" And echo warbles "Why?" "I have taken the regular wheel papers since they first started, and almost every one of them has taken mean advantage of the official organ." The unfeeling wretches; ought to be pilloried. Here are some compliments for the *Bicycling World*:

"One of our best papers has 'stabbed the League in the back' more than once, when it ought to have supported it. You ask why. Well, it is not quite 'English enough' to suit the Anglo-maniacs, and the League publishes a paper."

And here is one for ourselves:
"I hope the personal feeling against the League of one of our cycling editors, which crops out now and then, and which has been of long standing, will not lead him to taint the pages of an otherwise good paper, with, 'not criticisms to better the League,' as he says, but with remarks which have done much to hurt the League."

Our friend, 2,747, does not believe that our criticisms of League management and suggestions were well meant. He does not know:

That we have always argued that a large percentage of the receipts should go to the State Divisions. The Constitution has been twice changed to accomplish this.

That we have always argued that a club should be allowed to pay the travelling expenses of its racing representatives to a race meet. The Racing Board has just granted clubs this right.

That we have always argued that the State Divisions should be strengthened at the expense of the National Body. A committee will be appointed at St. Louis to carefully revise the L. A. W. Constitution, and By-Laws, having that object in view.

That we did more to straighten out the Aaron-Wells-League difficulty than any other paper, and that our report of the memorable stormy meet, received high commendation from those more interested in the League's success than 2,747.

There are other minor matters, but we will let them pass.

"OUTING" CHANGES HANDS.

We are informed, on the best of authority, that *Outing* has been sold to Mr. Poulteney Bigelow. The consideration, we are given to understand, was not far from thirty-five thousand dollars.

The *Wheelmen's Record* is advocating a pet idea of ours, advanced some two years ago. Says the *Record*, referring to the L. A. W.: "Something is wrong. We have built up an elaborate national structure, and let the State organizations run down. All other successfully organized bodies are doing just the opposite. They first perfect and strengthen their State organizations, then they have a solid foundation for a national body. The Divisions are allotted too small a share of the money, and even this pittance comes to them grudgingly."

REPAIRS.

REPAIRS.

REPAIRS.

BARTLETT & MACDONALD,

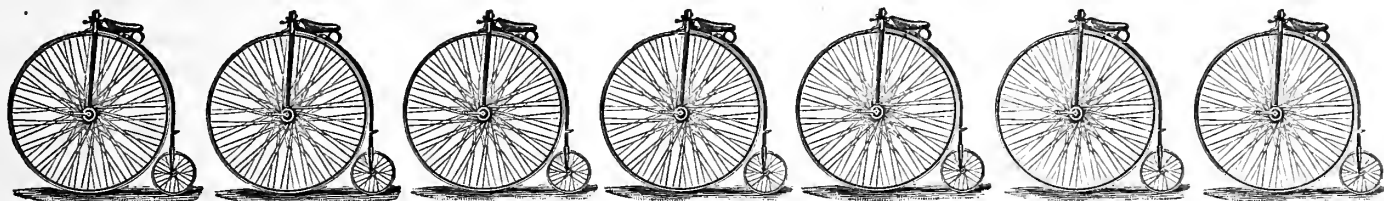
6th Avenue & 125th St. N. Y.

HIRING

LOCKER ROOM

STORAGE.

Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.



QUESTION.—Is wheeling better than walking ?

ANSWER.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles ?

A.—No ; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made ?

A.—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily ?

A.—Because they are rigid at all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence" ?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making ?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay ?

A.—Yes. The makers of the "Victor" do ; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make ?

A.—The "Victor" tires are pure Para gum with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others ?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the cold rubber pedals ?

A.—The Overman Wheel Co., who also originated the "Victor Swing Saddle" which has been so widely copied in the market.

Q.—Does any maker put upon the market a Bicycle all forged steel ?

A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best ?

A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny-a-line" bosh. The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "Allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½c. per line. It is an excellent way to 'top-off' display ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top-off" their display ads. in reading columns "at 12½c. per line." When they get to be over anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top-off" their display ads. in "reading columns at 12½c. per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising ?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbia Avenue, Boston.



FOR SALE, EXCHANGE, WANTS.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

56 INCH Standard Columbia, great bargain. Nearly new, has ball-bearings, and is in absolutely perfect order. Price, \$60. Reduction for cash. Address, G. E. Stubbs, St. James' Church, corner Madison ave., and 71st street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

FOR SALE.—Vol. v, vi, vii, viii, of Outing. Price, \$6. Address, E. H., this office.

FOR SALE.—Stars, 54 in. \$40; 51 in. \$40; 48 in. \$60; 48 in. \$55; 51 in. \$100; 48 in. \$105; 48 in. \$90. Particulars of any machine on application. 5-6 Grant Bell, Minneapolis, Minn.

WANTED.—An A 1 Bicycle repairer. Permanent position to right party. Address, "Machinist," WHEEL Office.

FOR SALE.—52 in. Harvard Ball Bearing Wheel in good condition, with common lamp, etc. Price, \$75. Address or call, S. M. Butler, New York Produce Exchange.

FOR SALE.—"Ralph" A. K. R. 3745. Mastiff dog, good color and points, \$100. Address, H. W. Porter, Reading, Pa.

FOR SALE.—Expert Columbia, 52 in. full nickel cow-horn bars, balls all around, 1886 pattern, all improvements, excellent condition, cost \$137.50, will sell for \$100. W. I. Ticknor, 112 St. Felix street, Brooklyn.

GREAT BARGAIN.—A 48 in. nicked (except rim) G double ball bearing, British Challenge. Luggage carrier new. Hill & Tolman Automatic Alarm, almost new. Lock Box No. 105, Whitehall, N. Y.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club.....	80.00
50 inch Standard Columbia.....	50.00
50 inch Harvard.....	50.00
50 inch Expert Columbia '86.....	95.00
51 inch British Challenge.....	75.00
52 inch Expert Columbia.....	85.00
52 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
54 inch Royal Mail.....	86 90
54 inch Rudge.....	100.00
54 inch.....	110 00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia.....	100.00
Kangaroo Bicycle.....	65.00
.....	75.00
Humber Tandem.....	200.00
Rudge Coventry Tandem.....	110.00
Columbia Tricycle, two track.....	115.00
.....	100.00
Marlboro Tandem.....	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises. Schwalbach & Willdigg, Prospect Park Plaza, Brooklyn.

FOR SALE very cheap, 56-inch Columbia Standard, Fredericksen's Studio, 1215 Broadway.

FOR SALE.—Great bargain—1 Sparkbrook Humber Tandem (convertible), balls all over; including pedals; enamel finish; good as new, perfect in every respect; ridden about 100 miles; cost \$200.00; if bought quick will deliver at cars crated for \$150.00; guaranteed as represented or money refunded. S. T. Clark & Co., Baltimore, Md.

56 IN. EXPERT, full nickel, balls all round; with New Victor saddle and pedals; in fine condition; with cyclometer, C. O. D., for \$100.00. Address K., 21 South Main street, Fall River, Mass.

FOR SALE cheap, my 54-inch American Rudge Light Roadster, ball bearings all round, Standard finish; good condition. Lock Box 18, Whitehall, N. Y.

E. W. WILCOX. W. L. SURPRISE.
CHIKASAW BICYCLE AGENCY,
134 and 136 Jefferson St., Memphis, Tenn.

STATE AGENTS FOR THE
AMERICAN CYCLES.

Second hand Wheels bought, sold and exchanged

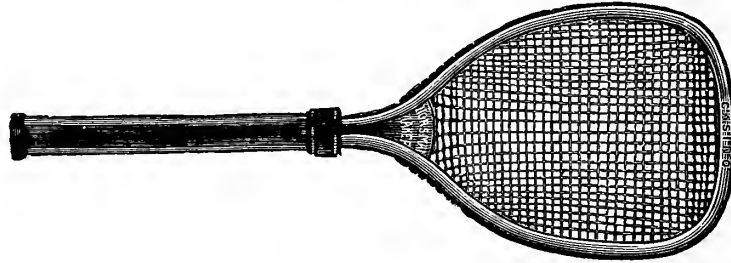


BRAIN AND NERVE FOOD FOR WHEELMEN.

WHEELMEN,
WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?
THE RISIDO
IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.



MANUFACTURER OF AND GEN
ERAL HEADQUARTERS FOR
**LAWN
TENNIS.**

E. I. HORSMAN, 80 and 82 Wm. Street. N.Y.

Special attention is called to my Improved "Casino," Special, and Elberon Rackets for 1887. Special rates to Clubs.



New York Agent for the American Champion, Challenge, Safety, and Ideal Bicycles. Sundries of all description. Nickel plating and repairing a specialty.

Send stamp for Illustrated Catalogue of Tennis and Bicycles.

JACKSON & CO.

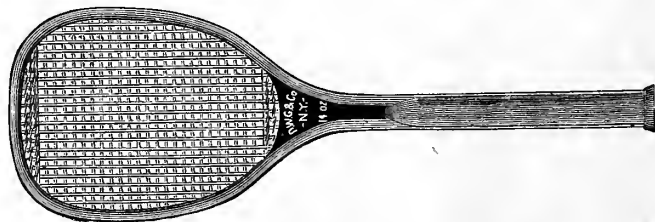
HATTERS,

59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

The best RACKET made is the
"ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

D. W. GRANBERY & CO., Makers & Importers,
20 JOHN STREET, NEW YORK.

Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago

--- HOW TO ---
Buy, Sell or Exchange.

ADVERTISE IN OUR
*For Sale, Exchange,
and Wants Column.*

Twenty-five Words, . . . Fifteen Cents.
Two Insertions, . . . Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.
All kinds of Foreign and Domestic Patent Dressings.
A full assortment of Custom made Boots and Shoes
always on hand at Reasonable Prices. Orders of every
description promptly attended to and a perfect fit
guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,

Boubons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES
OF ALL VARIETIES AND FLAVORS.

MADISON AVENUE, COR. 59TH ST.,
—NEW YORK.—

SPADE HANILES!

Handsome, Strongest, and best Handles in the
Market.

Only \$2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.
C. W. SPINNEY, Fitchburg, Mass.

ASK FOR THE



PERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.

ANDREW GRAFF,
MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:
Running, Walking, Bicycle, Lawn
Tennis, Foot Ball and Base
Ball Shoes.

339 COURT STREET,
BROOKLYN, N. Y

Pat. March 2, 1883.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE,
Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

THE 1887 PATTERN

*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which
though often tried by various Bicycles and Tricycles, has never been
surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th,
and on the following Tuesday in the presence of witnesses, successfully
rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordin-
ary cranks and handles* from base to summit without a stop. Many
attempts had been made by others, and since Mr. Bird's feat, scores of
famous road riders and hill climbers have tried to reach the top on other
machines, *but without success.* This marvellous feat proclaims the
Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38
sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

—AND—

The Marlboro Tandems

*** WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. ***

Send for Catalogue of 1887 machines containing
particulars of all latest improvements to

The Coventry Machinists Co., Ltd.

239 COLUMBUS AVE., BOSTON.

The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
Plaza, Brooklyn N. Y.



CATALOGUES

SENT

UPON

REQUEST.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
Bicycle, * Tennis, * Boating, * Shooting, * Athletic Clubs, * &c.
— BEYOND COMPETITION. —

WE HAVE A FINE LINE OF SECOND-HAND WHEELS, MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging Second-Hand Wheels for New Rapids, New Mails, Quadrants, Sparkbrooks, Stars, Victors,
OR ANY OTHER MAKE.

WE ARE SOLE AGENTS FOR NEW YORK

OF THE

New Rapids, Quadrants, and Sparkbrooks.

NEW YORK BICYCLE CO.,

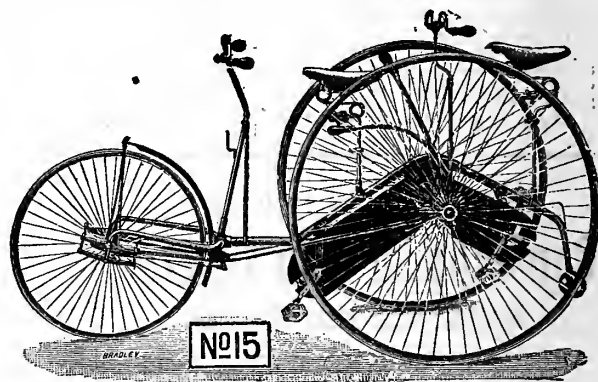
Harlem Branch—Now Open,
124th Street & Seventh Avenue. }

38 Park Place, N. Y.



THE NEW RAPID.

RENTING. REPAIRING. STORING.



THE CYCLE BRUSH TOOL
THE ONLY MEANS OF KEEPING YOUR BEARINGS FREE FROM GRIT.



WILL ADJUST BEARING BOXES. TIGHTENS SCREWS AND REMOVE HARD DIRT WITHOUT WASHING THE WHEEL.

1-3 POW SIZE PATENTED

STIFFEST UNBLEACHED BRISTLES FOR POCKET OR TOOL BAG. BY MAIL, 75 CTS. P.H. BERNAYS, LITTLE ROCK, ARK. FLORENCE MFG. CO. FLORENCE, MASS.

FOR SALE BY THE TRADE.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

S. T. CLARK & CO.,

2 and 4 Hanover Street, Baltimore.

Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

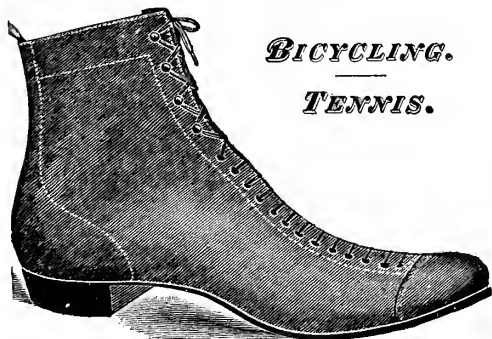
DEVLIN & CO.,

BROADWAY AND WARREN STREET,

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

BICYCLING.
TENNIS.



NORMAN & BENNETT,

133 Oliver St., Boston, Mass.

Manufacturers of **SPORTING SHOES.**

Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

- Outing, \$3.00
- Bicycling World, 1.00
- The Wheel and Recreation, 1.00
- American Wheelman,50
- Wheelmen's Gazette,50

\$6 00

Mailed, post-paid, for one year for **\$4.75**

The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and one adjustment serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

AGENTS.

Schwalbach & Willdig,
Peck & Snyder,
E. K. Tryon & Co.,
Crist & Higham,
Hibbard, Spencer, Bartlett & Co.,
Edward Sells,
Brush, Moore & Co.,
T. B. Kaercher,

Brooklyn.
New York.
Philadelphia.
Washington.
Chicago.
St. Louis.
Cleveland.
Pittsburgh.



WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

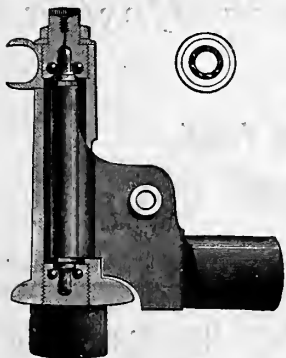
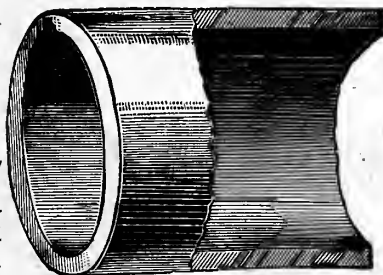
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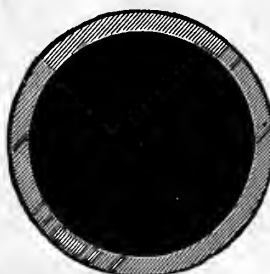
Before Purchasing.



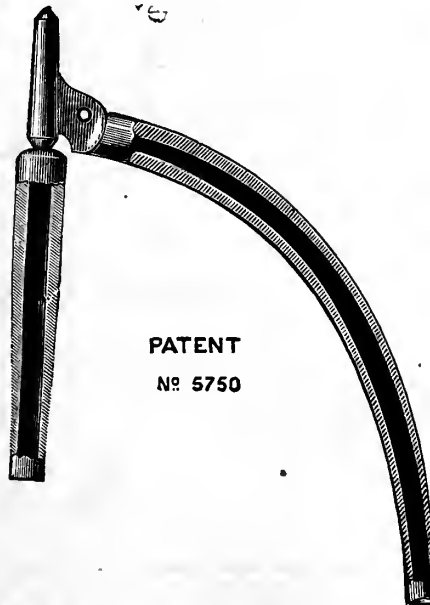
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



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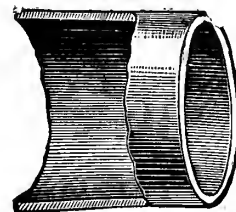
Sectional and end view showing strengthened neck end of Backbone.



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10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.
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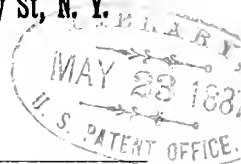
THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

12 Vesey St., N. Y.

AND RECREATION.



Vol. XII.—No. 8.]

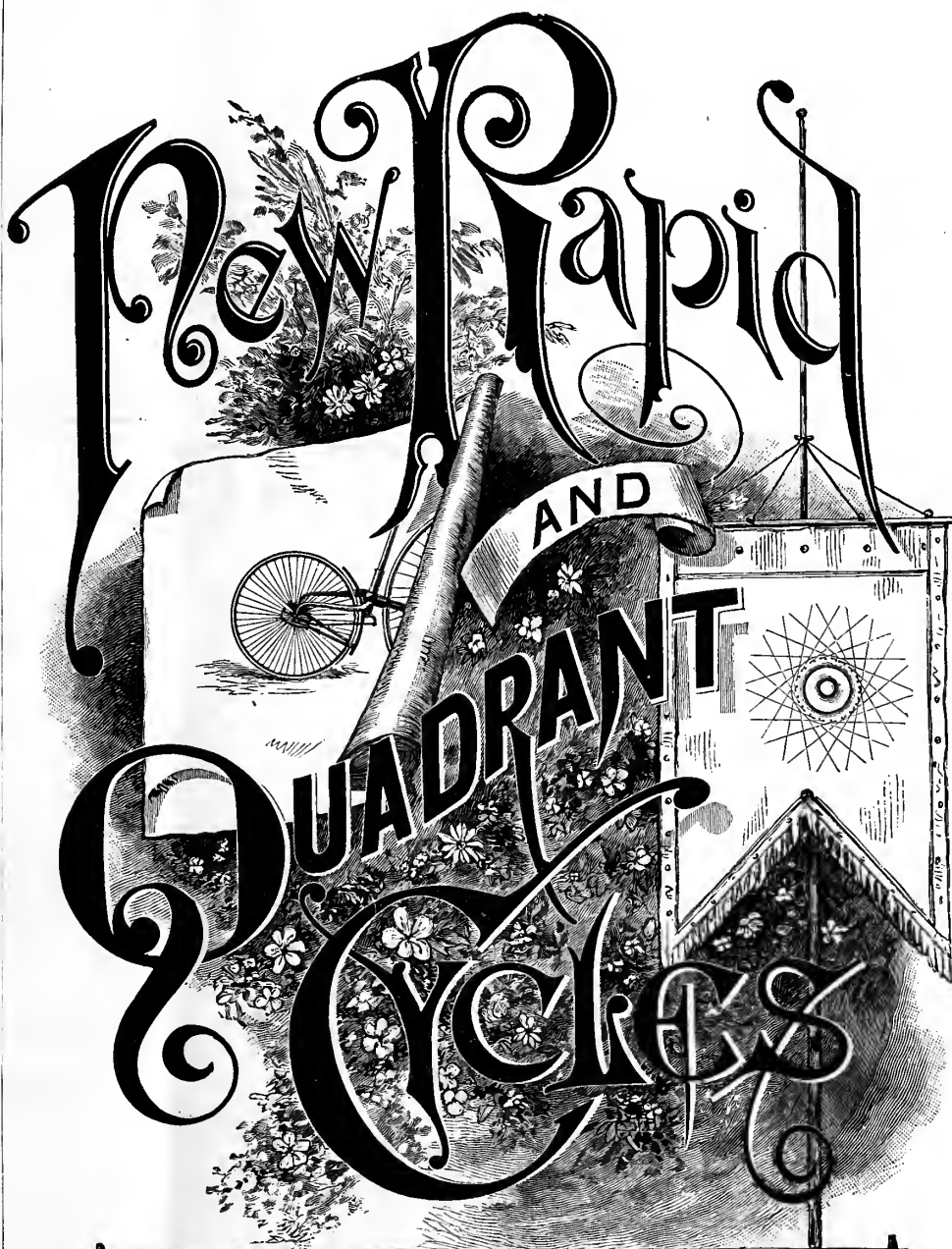
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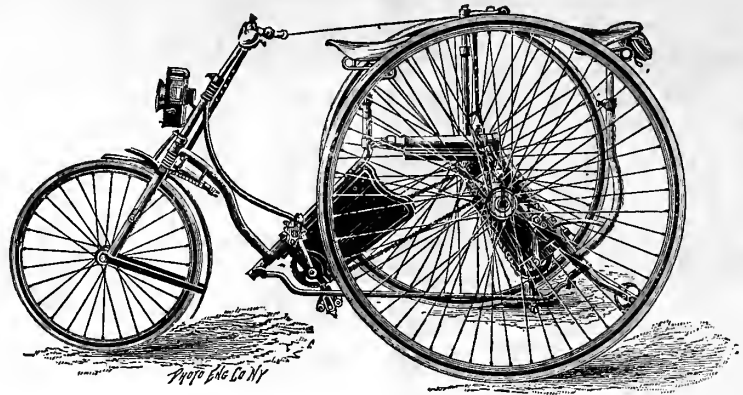
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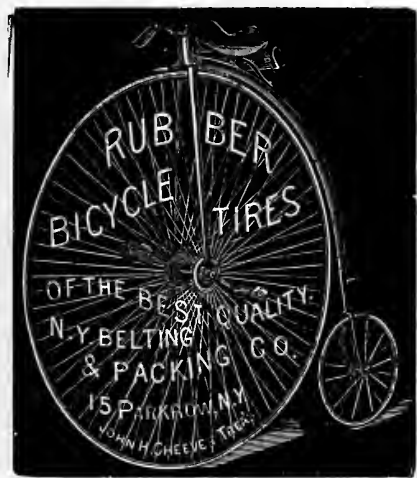
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HOWELL DEFEATS WOODSIDE.

FIRST RACE OF A SERIES OF INTERNATIONAL BICYCLE RACES AT LONDON.

[Special Dispatch to the Sunday Herald.]

LONDON, May 14, 1887.—The first of a series of five international bicycle races took place to-day between Howell, of Wolverhampton, and Woodside, of Philadelphia. The distance was twenty miles. There were 5,000 spectators present. Woodside at the beginning rushed to the front and led at the end of the first mile, which he covered in 2m. 48s. At the end of the tenth mile Woodside was still in the lead, but towards the close of the races Howell gained on him and finally won by fifteen yards. The time for the twenty miles was 1h. 40s. The distances in the other races will be, respectively, 1, 5, 10 and 25 miles.

EXTRAORDINARY CYCLING FEAT.

Mr. Temple, the trick bicyclist of the American team, made a successful attempt on Monday night to ride along the wall of the North Pier at Aberdeen on one wheel. Attired in a racing suit, and having a rope attached to the handle-bar of the bicycle, which a companion holding his hand, Temple balanced himself for a short time and moved rapidly off towards the lighthouse. On reaching the sloping rise of two feet he nearly ran off into the sea, but quickly regaining his equilibrium, he sped along in safety for a distance of about 150 yards. The daring bicyclist did not consider his feat as at all a dangerous one, stating that, if he had been unfortunate enough to fall into the sea, he would not have hurt himself, as the tide was rapidly running in; besides, he is an expert swimmer, and, at the worst, would only have had a bath. The height from the wall to the water is about twenty-five feet, and some five feet to the road bed. The event naturally drew together a large crowd, who heartily cheered Temple on his accomplishing his astonishing task.—*Bicycling News*,

UNJUST CRITICISM.

When a hopeful youth, engaged in storing my mind with a little useful, and a large quantity of useless knowledge, I remember once giving the definition of the word "quandary" as "something to get into."

I humbly confess to being in one now, and make the confession public, in the wild hope that some kind, sympathetic soul will help me out.

Always by special invitation, I have accepted several engagements to deliver lectures. Having ventured upon the hitherto untried field of the lecture platform, in my own way, just as I would venture into an unknown country, I was, of course, anxious to hear the verdict of popular opinion. It has been freely given, but I must confess that I find myself little wiser than I was a month ago, so contradictory are the various criticisms published.

The *Brooklyn Eagle* of April 17, speaking of the lecture there, says: "A large audience assembled last evening at the Academy of Music to hear Mr. Thomas Stevens describe his trip around the world on a bicycle. His lecture was made entertaining, not only by the narration of his experiences on a journey without a parallel in the world's history, but by his manner of telling it. He was received with loud and prolonged applause, and his lecture was frequently interrupted by applause."

This favorable comment is supplemented by an invitation to deliver the same lecture again, in the same city, on May 26, which I have engaged to do.

In direct opposition to this, is arrayed the melancholy hoot of "The Owl" in the *L. A. W. Bulletin* of about the same date. We all know well enough that the *New York Owl*, is a wiser and nobler bird in every respect than the *Brooklyn Eagle*. Therefore, when "The Owl" flatly contradicts the *Eagle* by remarking: "Before a crowded house, almost entirely of cyclists and their friends, he evoked but faint applause, and that but upon one or two occasions;" it is plainly evident that the *Eagle's* triumphant scream was totally undeserved, and that the *Brooklyn gentlemen* who have engaged me to lecture again in their city, don't know what they are doing.

Not less diametrically opposite are the comments of the *Cleveland daily papers*, and the criticism of "Holy Joe" in last week's *Indianapolis Record*. Will some cycling Solomon kindly inform me why the comments of the daily press have been almost universally favorable, whilst such fraternal lights as *The Owl* and "Holy Joe" criticise adversely, with what looks almost like "ghoulish glee?"

THOMAS STEVENS.

HE WANTED IT BADLY.

VAN BUREN, CARTER Co., Mo., }
May 10, 1887. }

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DEAR SIR:—I saw your advertisement in the "Postal Guide."

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A railroad has been surveyed, and is now being built through this county, and land will, in a short time after its completion, command a good price. Trusting you may see your way clear to a trade.

Am very truly yours,
W. H. P.

KINGS COUNTY WHEELMEN'S RACE MEET.

Editor of THE WHEEL:—The Kings County Wheelmen, of Brooklyn, will hold their Annual Spring Races on the grounds of the Brooklyn Athletic Association, June 25. Every evidence points toward increased interest and enthusiasm in this event, which the push and experience of the K. C. W., the only club to offer Brooklyn cyclists the opportunity to witness an exhibition of speedy pedaling, have made a yearly fixture of note. The following events will be open to amateurs only:

- 1-mile Club, Novice.
- 1-mile Championship, Ilderan Bicycle Club.
- 1-mile Championship, Brooklyn " "
- 2-mile Championship, Calumet " "
- 1-mile Novice, Open.
- 1-mile Open Handicap.
- 2-mile Open Handicap.
- 5-mile Open Handicap.
- 1 4-5 mile Relay, Team Race; three men from each club entering; three laps each.
- 1/2-mile, boys under 15 years.
- 1-mile, ride-and-run.
- 1-mile, Consolation.

The sport offered in this list is certainly diversified and will be appreciated by our numerous friends. Costly prizes and medals, superior, if possible, to those given before, will be offered. Address all communication to

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THE WILD EARTHMAN OF AMERICA.

THE NOBLE ORDER OF DRUNKARDS—A CHAPTER TO BE ESTABLISHED IN AMERICA.

'Twas night in London.

'Twas also night in other cities and towns of England, but we have no business with any part of the night but that portion of it which hovered over the great metropolis.

Away off in the fashionable West End, Karles Edgar Piles kept bachelor apartments, and such apartments were not to be found in all London. This untitled sybarite commanded unlimited wealth, and, quite astonishing too, he has the taste, intelligence and culture, to gather old silverware, articles of *vertu* and curios from all the corners of the globe, which were scattered in luxurious bewilderment about his rooms, and made them the envy and admiration of half the young bachelors about town.

The dining room was evidently arranged in expectation of a brilliant company. Precisely at nine, the expected guests crowded into the grand room in droves, led by Karles Edgar. They were arrayed in black racing Jerseys; nothing more. Nay! One modest individual wore a diamond in addition to his Jersey.

When the company had been comfortably seated, Karles Edgar, who was the president, issued a command in stertorious and grandiloquent tones, and immediately four of the most stalworth of the party rushed to an ante-room, and returned, dragging with them a struggling writhing thing, also clad in a black Jersey. The victim proved to be A. Von B. K. Wilde, the Man of Mystery, who was to be initiated into the Great American Earthmen.

The victim was seated at the table and compelled to drink everything the president ordered. In an exceedingly minute particle of time he was slightly shaky; some people might have said beastly drunk. Before many courses were served, the entire company were in like condition. They jumped around, all clad in their beautiful but abbreviated Jerseys, making devilish noises and demoniacal manifestations. All the cycling lights of the British Isles were there, and they let themselves out with a rush.

Finally, when the devastation of the room was about completed, Mr. M. D. Tucker climaxed by hurling a bolster across the table, which swept the cut glass, porcelain and silverware, a worthless heap, on the floor.

Then came the crowning ceremony of the evening. The candidate was seized by the Earthmen and rushed out into the street with all the *clat* of an inferno. On the earth walk he was dragged up and down by the maniacs, and when the police and the affrighted neighbors appeared on the scene, the Earthmen disappeared into the Sybarite's apartments and the Man of Mystery was declared a full-fledged member.

In the morning, or rather late in the afternoon of the next day, the Sybarite awoke, was groomed by his men, read the dispossession, just received from his landlord, credited up a loss of £5,000 on household furniture, and then wandered out to see if any of the Earthmen had survived the orgies of the night previous.

Perhaps some of your readers may doubt the above recital; they may also doubt the existence of such a society as the Earthmen. But they are wrong. A favored few on the inside of cycling circles have long been aware of the existence of the society. As a chapter is about to be established in Boston, I will give the salient points of its constitution.

The society is formed for the purpose of scientific liquidation and of ascertaining just how far a human being can go, when in such state.

The members must drink *everything* the President orders.

No meeting shall be held twice at the same place, as the festivities usually preclude such a possibility.

The regulation dinner dress shall be a racing Jersey only.

No member shall mention, under pain of expulsion, any damage that may occur to his person or his furniture. TITNAM.

AN AMERICAN ABROAD.

MUNICH—THE CITY OF BEER—ROYALTY AT THE RACES.

When I went into the dining hall of the hotel, in Munich, the evening of my arrival, it was by an odd chance that I took my seat at a table with two out of the three resident Americans, living at the hotel. I don't know how the cycle came to be mentioned, but in a very short time I knew that my *vis-a-vis* was a wheelman, and an enthusiastic tricyclist. From him I learned that notwithstanding stringent police regulations, the wheel is an institution in this city of art and beer (and such art and such beer—Shades of King Gambrinus!). I learned that to ride at all in Munich, one must be regularly registered and licensed, and in addition to the usual bell and lantern proviso, the machine must carry somewhere in plain sight—as on the head, over the brake—a big number which can be seen almost across the street. Outside of the city limits the riding is very poor at this season, owing to resurfacing with stones, which, with more or less mud, makes the roads almost impassible. Later on it will be somewhat better, though I doubt if the roads are as good as in France or England.

A RACE MEET AT MUNICH.

Sunday morning I learned that the Munich Club was to hold a race meeting on that very afternoon, and that it was to be a kind of International affair. My cycling acquaintance at the hotel was not going, but I was introduced to a couple of gentlemen from Salzburg; bicyclers, who had come on to attend the races, and, at their invitation, I accompanied them to the grounds. One of them, an architect, could speak a little English (very good English too), which was most fortunate for me. Arriving at the gate, he told me to write the name of my club on my visiting card and it would admit me. I did so, the gatekeeper merely tearing off the corner of the card without looking at it, after which it was handed back to me. As some thirty clubs were represented at the meet and members were admitted in this manner, one would hardly think it a means of greatly swelling the receipts; however, it was Sunday, and the good Munich pleasure-lovers were out in force to the number of two thousand or more, and, doubtless, the receipts did not suffer greatly.

The track is a very good one, oval in form, with cinder in its composition, I should judge—500 metres to the lap, or, roughly calculated, five-sixteenths of a mile. The stand for the jury was a little box about eight feet square, without cover, and directly opposite it, over the track, was a stand some twenty feet square, draped and festooned, and banked with potted plants, which, from its row of gold-framed chairs, I judge had been set apart for some distinguished personages. On either side for the length of a hundred feet were stands for spectators, those on the left arranged with chairs, though the others were simply provided with wooded benches, with the earth for a floor. To the left of the jury-stand was the bandstand, and around the inside of the course were twenty-two gonfalons with streamers. One in the centre, back of the jury box, bore a streamer of white stars on a blue field, and red and white stripes—a veritable stars and stripes—a sight good for sore eyes—to an American.

All was bustle and preparation; people talked and drank beer out of immense stone mugs with pewter covers; men hawked programmes at 10 pfennigs each (2½ cents); and race officials with white rosettes on their left shoulders, and yards of white ribbons, more or less, depending therefrom, rushed hither and thither, while the pretty Munich maidens laughed and drank beer (out of their escorts' mugs) and looked inquiringly towards the jury box.

Then there was a great commotion at the gates, and soon a magnificent coach and four came tearing down the roadway at the side of the course and stopped at the central stand.

"Who is it?" I asked of a young man upon my right.

He too was a Salzburgian, and could speak a little English. "THE PRINCESS GISELLA" he said "with her children." Then two members of the Munich Bicycle Club, in full dress, with opera hats, met her, and escorted her to a seat and, stepping around behind her chair, began to converse with her.

In a moment there was another cheer, and an English cart appeared, drawn by three splendid white horses, harnessed tandem. A gentleman in military undress was driving, and as he threw the

reins to a liveried attendant, and alighted, the crowd removed their hats, and the gentlemen in full dress came down to meet him. This was Prince Alphonso of Bavaria, who is very fond of bicycle racing, and usually lends his August presence to affairs of this kind in Munich.

Bugle notes in the distance, announced that the wheelmen were coming, and in time a bicyclist appeared mounted on a magnificent horse, and bearing a lance, hung with the colors of the club, in velvet, and countless streamers—an affair reminding one of the pictured heralds of the days of chivalry. Then the wheels passed in review, some 300, and after making a round of the course, the wheelmen broke ranks, and stacked. Then there was a burst of music, and the races began. It also began to rain.

There is a free and easy manner of managing this sort of thing in Munich, judging from the races witnessed, which strikes a man who has been to Springfield, (Massachusetts), oddly.

The men draw cuts as is usual, and he who wins first position is given what would be the pole, were there any line of demarkation between the track and the grass-plot within. Which there wasn't any grass-plot,—only an expanse of clay and gravel,—or fence, or curb, or anything, of the kind in fact, and the crowd surged to the very edge of the track. And now the second man took his position, just behind number one; number three took place behind number two, and so on, the last man being some distance from the tape, as the reader can well imagine. The start was made by word of mouth, the four contestants in this event, a novice race, keeping their positions, and riding at a very moderate pace around the entire course.

"The race has not begun," said my friend.

"Not begun," I repeated, with surprise.

"You will hear the bell when they have been around once, and then they will race," he explained.

So it proved, for, as the first man touched the tape, the bell was sounded and away they flew. It was a race of 2,000 metres, (about a mile and a quarter), in four laps, the men being mounted on ordinary road machines. Max Rehels, of Wasserburg, won in 3m. 56 2-5s., and was duly applauded.

The second event was a tricycle race in six laps, (3,000 metres). Three contestants appeared, one of whom a slender but wiry young man, was pointed out to me as Albert Sild, of the Vienna Wanderers, and a flyer. A flyer he proved, for he came in ahead, easily, in 6m 15s., and took the first prize, worth one hundred marks,—about \$25.

One peculiarity noted in these races was the manner of designating the men; for example: Albert Sild was known by his "white shirt" and "blue cap." Or, another racer would have a "white-blue shirt" and "red scarf"—for they all were silk sashes around their waists. And when the crowd became excited and urged on its favorites it was, not by name but by their colors; at one time cries of "Weiss-blau!" would fill the air; or "Dunkel blau!" or "Schwarz gelb!" would be heard, and the racers seemed to appreciate it.

The third event was a race of 10,000 metres (20 laps), with six starters, all mounted on racing wheels. It was a very pretty race, and was won in 20.23 4-5 by a member of the Zurich Club—though it was only by the grace of a bad pair of falls, by a London man and a Vienna man, who had the race well in hand. They both mounted again, but it was so near the finish the lost time could not be made up.

Fourth event. Obstacle race, 2,000 metres, open only to members of the Munich Club. Did not get the time. The obstacle was a 5-inch plank, standing on edge, to which young spruce trees had been fastened about 15 inches apart.

Fifth event. Safety race, 4 laps, won by Sild of Vienna, in 3.56 2-5.

Sixth event. Handicap 5,000 metres, the three scratch men being placed on the tape, side by side, and not strung out as in the other races. Badly handicapped, as the scratch men had no chance whatever. A Munich man won in 9.17.

THE LAST EVENT was a professional race for 1,000 marks, \$250, between two Englishmen, Duncan of London, and Bird of Northampton, and two Frenchmen, Dubois of Paris and Médenger of Bordeaux. A professional bicyclist is a "professional" the world around. It was a "profession"—just such a one as I have seen in Lynn and Springfield, time and again, and, after the snappy races which had preceded it, I felt very much at home; could almost imagine myself gazing upon—well I won't mention any names, as

some of them are my own countrymen, even though by adoption. Fun began, of course, at the end of the 19th lap, and Paul Médenger, champion of Paris, took the cake in 24m. 30s., followed hotly by Jules Dubois. This closed the exercises.

Then the Prince and Princess withdrew amid the cheers of the crowd, people rushed for the gates, and only the empty benches, the empty beer mugs, the bedraggled banners, and the dripping officials, and a few of the racers remained behind; and even they did not remain long, for the sky again looked very threatening.

Perhaps I should have explained, however, that it rained through the first five events, at times pouring, though the ardor of the crowd did not seem to be one whit dampened thereby, nor did man or woman leave the grounds or their places. And, moreover, the covers of the stands were only thin canvas, and when the seats became too wet to sit upon, the coupon holders merely rose and stood upon them. And the races went on; the beer mugs flitted about amid the crowd; everybody from the Prince to the dripping jury, without canopy, were smiling and happy, and only nature was sullen, dark and fearful. I have much more to write about, but will defer it, as this letter is too long, already. CHARLES RICHARDS DODGE.

THE MUNICH PROGRAMME.

[Translated by Prof. Neuman.]

Price, 2½ cents (in our money).

The receipts of this programme is for the benefit of the relations of the wounded and killed at the Nocherberge in Giesing.

PROGRAMME

for the Spring races of the Munchener Velociped Club, A. V., on their own sporting grounds at Schyren street, Sunday, May 1st, 1887.

Races will begin at 3 o'clock in the afternoon.

I.—Bicycle Race, distance 2,000 meters (or about a mile and a quarter, four rounds), entrance fee, three marks; one honor prize and four medals. (Track about 5-16 of a mile.) Entries:

1. Herr Max Rehels, Wasserburg; tricot, dark blue; belt, yellow.
2. Herr Jak Muller, Bicycle Club St. Gallen; tricot, white with red cross; belt, white and green.
3. Herr Chas. Schmitt, Munchen; tricot, white and blue; belt, red.

II.—Tricycle Race, distance 3,000 meters (six rounds); entrance fee, four marks; two honor prizes. Time, 6:15.

1. Herr Alb. Sild, Bicycle Club "Die Wanderer," Vienna; tricot, white; cap, blue.
2. Herr Chris. Fleischmann, Nurnberger Velociped Club; tricot, black; belt, yellow.
3. Herr Wil. Schwaiger, Munchener Velociped Club; tricot, dark blue; belt, yellow.

III.—Bicycle Race, distance 10,000 meters (twenty rounds); entrance fee, ten marks; three honor prizes. Time, 20:23 4-5.

1. Herr I. F. Brauner, Vienna Touren Bicycle Club; tricot, white; belt, blue.
2. Herr Will. Colmer, Kildare Bicycle Club; tricot, yellow; belt, —.

OFFICERS OF THE RACES.

President, Herr Ernst Enterson, I. President, M. V. C.

Judge of Course, Herr Curt Otto Aigner, I. President B. C. Munchen.

Prize Judges:—Herr Marc. von Eckhart, I. President V. C. Nurnberg.

Herr Jos. King, I. President V. C. Augsburg.

Herr Cleves M. Moore, of the M. V. C.

Judge at Post:—Herr Fritz Schultze, of the M. V. C.

Starter:—Herr Carl Schwaiger, of the M. V. C.

Judges of Time:—Herr Theod. Haf, I. President, M. V. C.

Herr J. B. Fridrich, of the M. V. C.

Herr Jos. Stangl, of the M. V. C.

Handicapper:—Herr Wil. Schwaiger, of the M. V. C.

Clerks of Course:—Herr Max. Koller, of the M. V. C.

Herr Jos. Rausch, of the M. V. C.

The Kings County Wheelmen are out with a prospectus of their annual Spring race meet. We have attended this fixture for the past three years, and must say we look forward with pleasure to attending this year's meet. A good path, fast racing, music and bright, sunny weather are assured. The Committee having the meet in charge are: Messrs. J. H. Long, F. C. Crichton, H. J. Hall, Jr., and M. L. Bridgman.

"T is a simple tale, and told right on without eloquence, and altogether lacking in show of speech, but full, withal, of things touching upon facts.

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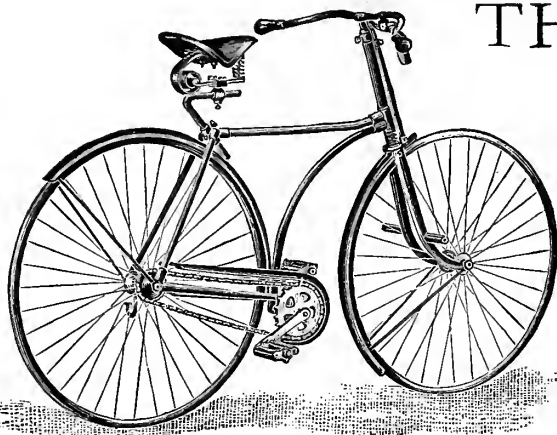
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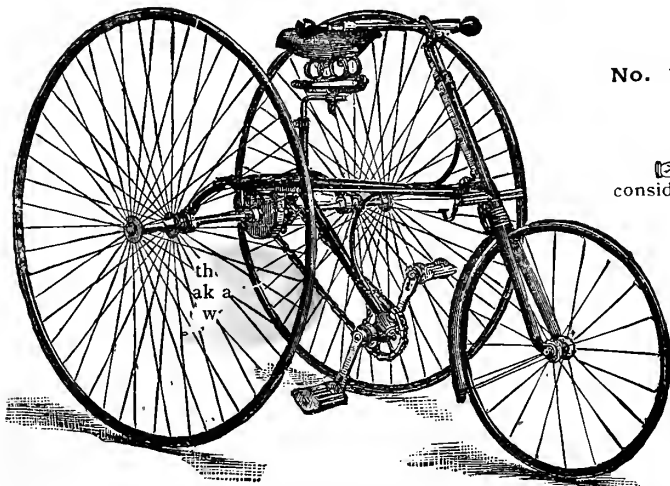
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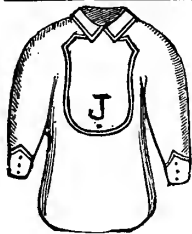
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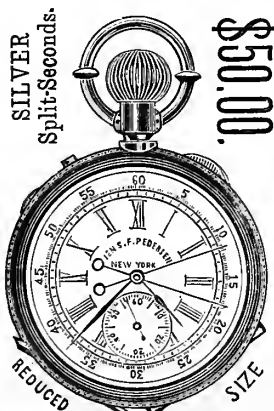
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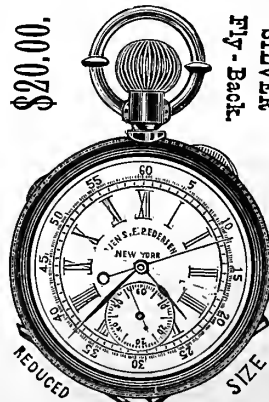


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My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

JONAH'S JERSEY JOTTINGS.

It makes a poor newspaper tramp like myself feel blue to think that when this letter appears in print, all you lucky fellows will be feasting on the fat and enjoying the hospitalities of St. Louis-land, and by the time THE WHEEL reaches you, you will be on your way to the great race at Clarksville, while I am grubbing around home in search of items for the gossip-greedy public. But there is one shadow of consolation left—I will miss the lingering eloquence, long drawn out, of the annual meeting, which you cycling editors will have to endure and labor to perpetuate in cold type.

There has been a great buying of machines in these parts this season, and old men and maidens, young men and children, have flocked to the dealers. The latter tell great stories about the rush of business. Did I not know that they can never lie, an afternoon's round of their shops would seem like a visit to the District Assembly headquarters of the Knights of Ananias. One is greeted with pitiful tales of orders that cannot be filled and daily suicides of disappointed buyers. First I see Jones and hear his story, then I tell Jones's story to Brown. Brown is not to be bluffed and raises the bet. I go to Robinson to see whether he will "call," Lo, and behold! He "raises"! And I go home imbued with the belief that the only way to fortune is by the wheel. Then sober reflection ensues, and I am forced to the conclusion that some one has lied—just a little. But, joking aside, there is a big boom, and the number of new riders far exceeds that of any previous season.

I was standing in the doorway of a dealer's store the other day. There was an untenanted tripper tricycle standing on the sidewalk. A kid of some seven summers of age and three feet of altitude approached it stealthily. I watched. He got around behind the machine. The saddle was about even with his curly locks. He first tried to climb in, but looking at the pedals way down below he desisted. He paused to decide on a new plan of campaign. I became interested. A moment's reflection, and his face lit up with a smile of triumph. He went around in front, climbed under the handle bars stood on the pedals, and hanging from the handle bars took the machine down the street at a pace that would make a champion green with envy. The dealer came out and saw the apparently riderless tricycle spinning along up a grade. He was amazed. Soon the kid turned. A few minutes and the mystery was explained. An omission to reprove, and a pat on the head rewarded the genius of the unconquerable American small boy.

The Elizabeth Wheelmen held their first meeting in the new club-house last Wednesday. The interior fitting is still incomplete; but when finished it looks as though the meeting-room will be quite tasteful, despite its simplicity. It is wainscotted in yellow pine, and ceiled and walled in spruce, with the trimmings in cherry. The collection of pictures by the club's artists, the Rowbacks, will do much to hide the evidences of economy. The shanty will be opened with a reception, and later on the neighboring clubs will be asked to "warm" with a parade and the usual accompaniment.

The Passaic County Wheelmen will have a lantern parade on June 13th, in which the clubs of the vicinity will be invited to join.

Just too late for my last letter, I received word from Representative Burns that the Smithville team had left for Clarksville on the 6th. Frazier, McCurdy and Brooks will uphold the banner of the "coffee mill." Wallace has gone with them as trainer. All are in good fettle, and fit to race for their lives, especially Frazier, from whom much is expected. If Charley has one of his industrious fits on him the man who leads him across the finish will be a record breaker.

The Smithville track is in good training trim, and a swarm of aspirants for racing honors is at work. It is prophesied that some new "good ones" will make their bow to the grand stand this season. A younger brother of the lamented George Webber promises to perpetuate the family racing name. C. H. Chickering will hereafter reply to all racing invitations: "I have married a wife, and therefore cannot come. I pray, then, have me excused." He will continue road riding, however. Joe Powell will do no racing until Fall.

The Smithville factory is turning out 100 wheels a week now. The winter supply has been exhausted. On my way to Orange, through High street, Newark, I generally stop and have a chat with Kluge and Saich. The latter is, you know, an Englishman of the bloody, blarsted, aspirant-omitting variety; but what he doesn't know about bicycles wouldn't fill one "stick" of a newspaper column, as for twenty years he has worked at wheel-making. Speaking of the Smithville factory, he told me of his visit there in the early days of the Star. When he landed in this country he went to his brother's at Camden. As he wanted to get work, he inquired for a bicycle factory, and was directed to Smithville. And thither he went, never having seen nor even heard of a Star machine. I will not spoil a good story by attempting to give his expression there. Just you drop in and ask him about it if you want a treat and a good laugh. He made the round of the different departments with Mr. Kelly, and his amazement at the primitive method of manufacture, he most comically describes. They had gone through all the shops and had still seen no wheel. Finally he was shown a frame.

"What do you think of that," asked Mr. Kelly, pointing with pride to a particularly fine one.

"I never saw anything like that before," replied the Englishman, with open-eyed astonishment.

"What! Never have seen a Star?" queried Mr. Kelly, equally amazed. "Come, let me show you one."

"And then he brought one out," said Saich in telling the story, "and I took 'old of it and started to push it the way it should go, big wheel front, of course, and the blarsted thing wouldn't move. 'What's the matter with it?' says I. 'It's all right,' says he, and then 'e took 'old of it and moved it, little wheel forward. 'What's that rattle?' says I, 'Is the thing out of order?' 'That's the ratchet,' says he. 'That's no bicycle,' says I, and I started to go. 'Wait till Mr. Pressy comes back from dinner,' says he, 'and I think we can give you a place.' I didn't wait, though, but walked way down to Mount Holly to get a train back."

Charley Frazier will murder me if I "give away" a story that Saich told me about his entry into the professional ranks, But I am fond of my profession and willing to die a martyr to the good cause of news. So here goes. Charley in those days was an innocent country lad with no ideas beyond crops and muskrats. One day Saich met him.

I am going to Springfield," said Charley, "and I'm going to race for money this time."

"Going to give up the amateur business, Charley?"

"Yes. You see I can get over the ground pretty fast now, and they offer money prizes. Now, if I can win \$75, I can buy a little farm with a log cabin on it."

Saich met him again after the meeting, when he had won a purse of \$175.

"You can buy two farms now, Charley, can't you?"

"Yes," replied the happy winner; "but I am going to keep at it until I win a great big farm."

Whether he has earned enough to buy as big a farm as was in his mind's eye, or whether he has been content to settle down on the little \$175 one, I do not know; but I hope he may realize his dream, for he is as honest and well deserving a man as America has produced.

Readers in other sections may wonder that I devote so much space to the coming team road race. I do so because the interest in the event in this vicinity is so great, that every item of news about it is eagerly sought for and discussed. It is safe to say that the Kings County men will have a harder row to hoe this time than they have yet, as many new flyers will be in and the old hands are riding better than ever. Yet I must say, that if they are to be beaten, I do not see what team will do it. Few will be found to dispute that Hall and Valentine, barring accidents, will be among the first three men in. With forty starters, this will give them at least seventy-seven points, and the other two men will not have to be so very far up in the first half to place the team beyond the probability of defeat. Stenken, Fontaine, Greenman, F. B. Hawkins and Halstead are the only men I know of who stand a ghost of a chance of coming in ahead of them, though "Little Caldwell," with a year added to his age and strength may treat us to a surprise, as he did when he was fifteen years old, and may occupy a creditable position in the "upper tendon."

As the day for naming the entries approaches, I am able to learn a little more of the probable composition of the Jersey teams. The E. W. Race Committee will meet this week. The selection has narrowed down to a choice of the following five: L. B. Bonnett, D. B. Bonnett, Bowman, Barrows and Caldwell. I understand that the Union County four will be picked from Burnet, Moore, Farrington, Pierson, Hetfield and Warner. The first four named were former members of the E. W. The Rutherford team has been chosen as follows: E. W. Dean, jr., A. P. Jackson, R. A. Burgess and W. C. Iveson, with F. T. Doolittle and William Hingle as substitutes. Stenken, Smith and Bagot, and another to be chosen from a number of promising candidates, will probably represent Hudson County.

I took a run through the Oranges on Saturday. The fine weather brought out a larger number of bicyclers than I have seen any time this season. I wheeled along the side path that skirts Valley street to the Milburn road. There is no prettier short stretch of riding in this section. I found the road race course in excellent condition, with no bad spots to give the menders an excuse to interfere with the race. I learned that L. B. Bonnett, of the E. W., had made a time run of 25 miles, and had been accompanied for 20 miles of the distance by his father and Bowman. Three of the Union county candidates—Burnet, Farrington and Warner had had a ten miles scorch. Stenken and Greenman keep their racing wheels at the Irvington Hotel. The former goes up every afternoon for a trial time spin of ten miles. On Friday he went the distance in 37.30, and on Saturday in 36.40. The and his healthy skin and bright eye show him to be in prime condition already, and that his gymnasium training during the winter has been of great benefit. I hear so many stories of the good work being done by the men that I begin to feel a little shaky about my prophecy that 1.39 will not be beaten. I look for a great improvement in time from the men who in the last race finished in the middle and last half divisions. This time, under ordinarily favorable conditions of weather, a man who cannot beat 1.50 will stand but little chance of being among the first twenty. This will show how remarkably the standard of road riding in this section has been raised by these races, as in the contest of a year ago but three men got below this time.

JONAH.

BALTIMORE ITEMS.

THE MARYLAND MEET.

Now that St. Louis has all its arrangements completed, our boys will commence to do a little of the talking and monopolize the press for a few weeks.

The committees on the different amusements, to be gotten up at our meet, held a meeting on Tuesday at the Maryland Bi. Club, and Mr. J. K. Bartlett, Jr., C. C., gave each man to understand that he must *work*, or else *not* be on the committee.

The days of pleasure will be June 20th and 21st, and they will be divided as follows: On the evening of the 20th the grand fancy dress and lantern parade will take place, and will most likely be from the Maryland Bi. Club, down North avenue to Charles, to Washington Monument, counter-marching around the squares, on to Cathedral, to Madison, to Townsend, to Eutaw, marching around the entire length to the Park, and disband at the Lake.

The business meeting will take place at Halstead's on the morning of the 21st, and those who desire can stay there to dinner and witness the races at 3 P. M., others can return to city and go out again. In the evening a theatre party will take place at the Academy of Music, for which 400 seats will be reserved. Fifty thousand programmes have been ordered; they will be about fifty pages, with handsomely illustrated covers and special designs. All the clubs will provide cots at their houses for the use of visitors.

Halstead's track will be put in the most perfect condition, and no money or labor will be spared to make the races first class.

The medals and prizes will all be the finest that can be had, and well worth the honest efforts of each and every contestant.

The grand stand will be greatly enlarged, so as to provide ample accommodations for as many ladies and gentlemen as will honor us with their presence, for in cycle meets, as well as in others, the success depends, in a great measure, on the patronage.

No pools will be allowed to be sold, as the races are for amateurs, as defined in the rules of the League of American Wheelmen, of which all are members.

THE COMMITTEES.

Parade.—Messrs. Updegraff, Seabrook, Clark, Eberman, Barrington, Eisenbrandt and Zeskle.

Theatre Party.—Barrington, Clark and Mealey.

Programme.—Chief-Consul Bartlett, Eberman and Eisenbrandt.

Souvenirs.—H. E. Brown.

Races.—Clark, Le Cato and Canfield, Maryland Bi. Club; Barrington, Wingo and Warrington, Ramblers Club; Lockwood, Worthington and Jacobi, Baltimore Cycle Club.

Reception.—Will be composed of fifteen members of the Division, appointed by the Chief-Consul.

Press.—Not yet selected.

VICTOR.

KENTUCKY KRONICLES.

They say the Kentucky Division has taken on a boom never likened before in its history. Its annual meeting will be held May 18th, 7:45 P. M., at the Latonia Hotel, Covington. A big meeting is promised.

What became of that mammoth *run* which was to have taken place May 8th, and which was to have been composed of cyclers from all the country *round*. Time enough yet to have it.

By the time this is in print, the great annual pow-wow and shindig at the Mound City will be in progress. At this writing there is a bustle of preparation among a goodly number of the cyclers of the three cities who expect to take in the event. It is not on record that any Covington or Newport boys are going, unless it is H. W. Longley, and he doesn't exactly live in either of those cities, but most everywhere at once. Among the Cincinnati men who are going are Messrs. Wayne, Bennett, Livingston, High, Esterbrook, Justis and Williamson. They will join the party from the East which passes through here at 7 P. M., May 19th. All joy to you, boys, St. Louis never does anything by halves.

The Captain of the Whoopemup Wheelmen writes to us saying that the cruel and inhuman manner in which we referred to the races lately held under the auspices of that club, for the benefit of the Chestnut Rinkum, *i. e.*, as "scrub races," was uncalled for and untrue. He further states that the manner in which we insinuated that if somebody wasn't careful somebody would lose their amateur standing, was a little previous, and that if we had seen the races we would have changed our opinion. He also adds that all of his club are aware that we are a professional, and lost our standing in a rink.

Now, Cap, just hold on a minute, as the man on shore said to the drowning party who was catching at straws. Hold on a minute while we expianate a little.

In the first place, we admit that once upon a time we engaged in a game of polo upon and over the slick, chalky floor of a roller-rinkum; we admit that one man out of the other thirteen who played with us had once—some fifteen years before—become involved in a football match with a party who was alleged to have been a low, sneaking professional; we admit that the weight of our guilt was so great in keeping the fact a secret from the authorities of the L. A. W. and the Grand Jury, that upon the next opportunity we recklessly threw down our dove-like mantle of amateurism and donned the red tights of the fallen pro.; we admit all this and yet we consider ourselves just as able to get along in the world as a man who deals in wheels or makes most of his living out of a patent specialty for bicycles. We would rather be a professional and honestly acknowledge it, than a milk-and-water amateur with a blot on our record as an amateur. However, we never made any money or a living out of wheeling—we are not that kind of a profesh.

Secondly, Cap, do you ever remember of having tried to give an item to a solitary scribe who can't be everywhere at once? I don't think you do. You are not that kind of a Cap.

We did not see the races, but no doubt they were of the highest and most intellectual order. One of the reasons we didn't see them was because we didn't get any tickets.

Lastly, Captain, if you think two wheelmen chasing each other around a thirteen-lap rink floor at a four-minute gait is not a scrub race, you

ought to witness a first-class scrub race and find out what one is. Write again.

Last year the Cincinnati *Sun* Company, then publishing a daily newspaper, offered and put up a nice gold medal, to be presented to the best wheelman in the three cities at the distance of one mile. The conditions upon which the medal was offered were that its winner should win it twice before it should become his property, and the racing for the medal concluded. Well, Bryan Burroughs, of the Avondale Club, came over the tape first in the initial race for the medal, and it was given him to wear until the next man should win it, or he should retain it. His receipt for the medal, agreeing to return it to the company on demand was taken. At the next race Burroughs, instead of handing it back to its owner, the *Sun* Company, placed it in the hands of the judges of the race. He was beaten by T. R. Belding, and the judges—very free with gold that didn't belong to them—gave it to Belding, taking no receipt or acknowledgment therefor. Belding, being called upon by the company to give a receipt therefor, ignored the request, and, in fact, refused to do so. During the ensuing winter the newspaper company failed and suspended business. Now, the question presents itself, who is the owner of the medal? Mr. Belding isn't, and Mr. Burroughs isn't, and the *Sun* Company is no more, why then should not these two run off the race together, and not have either of them owning a medal that isn't his by rights.

Come forward, gentlemen. Chester Park is as smooth as it was last year. THE WHEEL will print any challenges gladly, and some club can take the matter up and see it through easily. NORB.

PHILADELPHIA POINTERS.

Warm weather, dusty roads (never remarkably good), and a general attack of the spring malady, have rather put the damper on vigorous cycling for the past week. Still there are quite a few riders who manage to get out ever day in the week, and almost everyone is out on Sundays. Last Sunday for instance saw seated at one table in Paoli thirty-eight wheelmen. Compared with the attendance of former years, very few Philadelphians will be at the St. Louis League Meet. Among those who expect to manipulate tandems in the parade, however, will be Kirke Brown and J. C. Northrup of Camden, on the latter's new steam tricycle. There are those who say that the machine cannot possibly be completed in time, but I saw a photograph in Camden the other day that showed the machine up completed. Look out for it all you who parade, and tell me if it is a good thing. I have long been wishing for some one to push me up all the hills and I mean some day to be assisted by steam.

The University sports came off on Saturday, with quite a respectable attendance. Ladies were thick on the grand stand, and the side benches were well filled. Two records were sent below by bicyclers. The most important to the general athletic community was by W. B. Page, who cleared six feet one inch in the running high jump. Page gets the necessary development for sending his five-foot six-inch body six feet odd into the air, by touring all summer on a bicycle. The other record was the inter-collegiate two-mile bicycle which was lowered from 6 minutes 17 seconds to 6 minutes 8 seconds, by Louis J. Kolb, of the Medical Department. C. B. Keene, '89, started and was looked on as a pretty sure winner, but at the end of the first mile got confused, and, by poor handling of his wheel, was thrown on the track, though not hurt. Kolb has picked up wonderfully in the last few months, and, in my opinion, had really won the race before Keene fell. The sports of the Schuylkill Navy Athletic Association are down for the 28th, and on that day the Inter-collegiate Sports will be held. Of course the college boys are all going over to the latter, hence the attendance and interest in the A. C. S. N. games promises to be light. However, it would be a good time for the *Press* man to see what his friend Richwine, whom he has been so industriously cracking up, can do with the old man from Reading—Wilhelm.

The clubs are making preparations for runs into the country on Memorial Day. The Philadelphia has a mysterious run on hand, Pennsy will go out on the Pike as usual, and the Germantowns have a three days' run on hand down Jersey to "Sharps;" but what, whom, or where "Sharps" is, history sayeth not.

Fleming and a companion of the Century started for the long trip to Nebraska, on the 16th. By the way, those who have seen "Billy" Rhodes, the Boston scorcher, can form a pretty good idea of the general appearance of the Philadelphia-to-Nebraska-and-back man. They are about the same in build and height, and both ride well over the wheel. But Fleming never scorches, and can ride from sun-up to midnight, and off again at dawn the next day and never feel tired. Wish I could.

DIXIE.

BOSTON DELEGATES TO THE ST. LOUIS MEET.

NORTH ADAMS, May 17.—The train having on board the Boston delegates to the annual convention of the League of American Wheelmen, which is to be held at St. Louis next Friday and Saturday, passed through here this evening. All the local wheelmen were at the depot to wish the tourists a merry trip. The cyclists have a Wagner drawing-room car all to themselves, and an exceedingly jolly crowd they are. The car is gaily decorated with the banners and pennants of the various clubs, and indeed it may be said to be decorated with the wheelmen themselves, for it would be difficult to imagine a more varied or grotesque array of costumes than the merry wheelers exhibit in their reckless negligence.

At Rotterdam Junction the New York contingent will be met, and from there on, at all the large cities and junctions, delegations after delegations of wheelmen will board the "L. A. W. special."

The party on the train includes: H. W. Hayes, chief consul for Massachusetts; Abbot Basset, secretary-editor; Sanford Lawton, treasurer; Col. A. A. Pope, George H. Day and H. D. Corey of the Massachusetts club, W. B. Everett of the Boston Club, Charles J. Howard of the Boston *Globe*, Dr. W. H. Emery of Roxbury, Captain C. L. Smith, G. H. Grimes, T. R. Dorr of the Cambridge club, W. S. Atwell of the Somerville club, W. C. Marsh of Springfield, George W. Parker of New Bedford, George C. Newton of Pawtucket, C. S. Davol of Warren, R. I.—*Boston Globe*.

HAGERSTOWN, MD., BICYCLE CLUB.

The Hagerstown Bicycle Club will hold its Second Annual Meet on Monday, June 13th, at 2.30 P. M., on the Fair Grounds. The track is a half-mile, of red brick clay. The events are: One-mile amateur, open; One-mile novices; One hundred yards slow race, open; One-mile Club Championship; One half-mile, heat race, best two in three; Two-mile handicap, open; Two-mile lap race, Maryland riders; One-mile team race, three riders to each club; One mile consolation. Gold medals will be given to the winner of each event, except in the team race, the prize for which is a banner. Entries close June 10th, with Edwin J. McKee, Lock Box 125, Hagerstown, Md.

Besides the races, there will be a parade at 10.30 A. M., also the following runs; Eighteen miles to Pen Mar, a famous mountain resort. Ten miles to Boonsboro, a beautiful town near the South Mountain Battle Field. Fourteen miles spin through rolling country to the Battle Field of Antietam.

The South Mountain and Antietam Battle Fields lie six miles apart, with a magnificent pike connecting them, thus giving a triangular run of thirteen miles. The beautiful six miles stretch to Williamsport at the junction of the Potomac River and Conococheague Creek is acknowledged by all tourists to be unsurpassed. The Potomac is noted for its fine bass fishing. From Williamsport the road diverges at a fork, via Rocky Springs and Clearfoss x roads, giving another triangular route of eighteen miles, not to be excelled. For a few days of unalloyed pleasure, Hagerstown is the point for wheelmen to settle and enjoy some of the fine runs, which will alone constitute a tour. Hagerstown has unexcelled hotel accommodations; in fact it is termed the "City of Hotels." The principal ones are the Baldwin, \$2.00; Franklin, \$1.50; City, \$1.50.

The Citizens and New York Clubs will probably not enter teams in the great inter-club race, but will probably have a match race over the course at 11 A. M. on Decoration Day. Both clubs have had difficulty in getting men to train for the regular contest, besides it is advisable to reduce the number of starters to the lowest possible number.

"WEDNESDAY, MAY 4, 1887."

After four years of prelude and getting-ready, Karl Kron thus to his three thousand co-partners giveth greeting:

I like the Preface, as you are aware;
It serves the purpose of the overture,
Which settles down the audience to the glare
Of foot-lights, and the altered temperature;
And, while they wait to see the curtain rise,
They think but little of the music's swell;
So that the play give naught to criticise.
They clap their hands and tell us "All is well."

Again, the Preface gives a man a chance
To show his readers what he's going to do;
To so point out his failings in advance
That they may be forgiven on review;
To get his pen used to the ways of verse;
To get his rhyming-lexicon before him spread;
To nerve himself, for better or for worse;
And then, at last, to boldly go ahead.

My time has come! My overture's played out.
Already do I hear the tintinnabulating bell.

The rising curtain and expectant shout
The nearness of my fate at length foretell.
So, Good bye. Preface. Indexes, and all!
Farewell, Old Sub-List, with your frowns and smiles!

Here now's the pinch! Hear now my clarion-call:

"Come! thirty thousand purchasers for 'X. M. MILES!'"

MINNEAPOLIS MUSINGS.

"SUMMER NEWS, AND SOME ARE NOT."

MINNEAPOLIS, May 11th, 1887.

The cycling scribe, at this time of the year, flatters himself that an abundance of topics will be found, and his letter gladdens the editor's heart, but alas for fondly cherished hopes! In this city, all news are in a state of chaos, plenty of wheelmen out every day, many pleasant individual runs taken, but a painful lack of organized movements, and little of real interest to chronicle.

Daily papers are eagerly scanned in hopes of finding something in their columns of interest, and they do their best to "boom" matters in that line; but the news part is only of local interest. A week ago the *St. Paul Globe* gave a column to short notices of prominent riders, and the *Saturday Spectator* of this city had over a column devoted to wheel matters. The *Tribune* gives all the space it can to the sport. Straws, but the proverbial straws. It is estimated there are now over 500 wheels in the city, exclusive of small boys and their mounts, and most of them, on a pleasant Sunday, may be seen at Lakes Calhoun or Harriet some time in the day. The pleasures of a run to those points, with a strong south wind against one, and hundreds of carriages setting all the dust in motion, are rather doubtful, but most of us are glad enough to try them every chance we get. Possibly refreshing shade, cool drinks, etc., are compensation for working one's passage.

Tuesday, the 3d, both the Mercury and Minneapolis Clubs were out, and joined forces on the way home, to the number of twenty-six. Route taken was via Portland avenue and Lake street, to Hennepin avenue, and so back to the city.

Last evening, the 10th, a business meeting of the Mercury Club was held, four new members being added, and a committee appointed to confer with the Caledonian Club and the Minneapolis Bicycle Club, in reference to both clubs uniting with the Caledonians, forming a stock company, and having a good bicycle track built on the Caledonian's proposed new grounds; a thing most devoutly wished for by all wheelmen. The next club run occurred the 17th, to Lake Harriet and return.

Failing to receive the copy of the *Wheelmen's Gazette*, which Karl Kron promises to send me, I am still unconvinced of the many errors the C. T. C. is prone to. He may be too busy in sending out copies of "X. M. on a Bi." to remember such trivial matters, or on after-thought, fear the article would fail to convince.

I am getting shy of mentioning any new mount, for fear of its elimination by the editor's deadly blue pencil, but knowing the importers of the New Rapid will feel their labors not in vain if it meets with my approval, I will say I have at least seen—not tested—it, and pronounce it's looks very good. It's only fault, to my mind, is that it costs \$140 to test its good qualities. May I live

to see the day when a high-class bicycle can be bought in this country for \$85 or \$90 as in Merry England!

Several of our best road riders took a long spin on Saturday last, an account of which I will scissors from the *Tribune's* sporting column:

"On Saturday evening, at 5.30 o'clock, Messrs. Stockdale, Savage and Sallor left the corner of Fourth and Nicollet, going by way of Calhoun and Hopkins, and reached Excelsior at 7.40, climbing every hill but one, a feat not often accomplished by any rider. At 7.30 the next morning Messrs. Wale, Lackor, Stall and White wheeled into Excelsior, having started at 5.30 from Lake street and Hennepin avenue. They took breakfast and then the entire party mounted and wheeled to Lake Park, by way of Meeker's, over about as tough a road as any wheelman ever had the misfortune to be caught on. After a short rest they returned to Excelsior to dinner. Leaving the lakes at five o'clock they reached home in good time."—*Tribune* of May 9th.

It is rumored that this run was taken with a view to constructing a road-book of this part of Minnesota; a much needed article. I would advise some plain and unmistakable way of designating "sandy" roads, those being our greatest bugbears near the Mississippi River. My own experience of a six-mile walk through deep sand, between Clearwater and Monticello in this state is deeply graven on my mind, and warns me against unknown routes.

Let me make another sudden leap to Eastern topics, and touch again upon the doings of the Wheel Club at Northampton, Mass. Not long since one of the members was arrested for sidewalk riding, and fined the sum of \$7.50. This was promptly paid by the club, and as promptly paid back into its treasury by His Honor, the Mayor. The club then presented a petition to the city officials, "humbly praying" for a modification of the ordinance. Several conferences have been held, and it is likely that riding on the walks within half a mile of the centre of the city will be permitted, and in bad weather, exceptions to that rule will be made in favor of those using their wheels on business—a most gratifying result. As I remember Northampton, the roads in the city proper vibrate between a condition of mud and deep sand, with a balance in favor of sand. Outside, the roads rapidly improve, and there are many delightful spins to be had.

In Minneapolis the sidewalk law is enforced as rigidly as the small number of police permits of. The obvious fact that they cannot be omnipresent is taken advantage of, and only early last Sunday morning I saw two wheelmen testing the paths within the sacred precincts of Central Park, for we rejoice in a "Central Park," if not as large as New York's. I've often thought of trying the same thing at five some morning, but five o'clock comes too early in the day for me to carry out the idea.

The hospitable way the new Bicycle Club does things may be inferred from their announcement of the weekly club run, given below: "On Tuesday evening the Minneapolis Bicycle Club will have their opening run. All clubs and unattached riders in the city are invited to participate. The run will be out Hennepin to Lakes Calhoun and Harriet, around Lake Harriet boulevard, and back by Lyndale avenue, Lake street, and Portland avenue. After the run, the riders will be served with cool drinks and cigars at the club-rooms." Nothing very conservative about that.

L. B. G.

BROOKLYN BICYCLE CLUB.

SCHEDULE OF CLUB RUNS, 1887.

Saturday, May 21st.—Run to Fort Hamilton. Assemble at Boulevard entrance at 4 P. M. sharp.

Sunday, May 22d.—Tour to Orange. Leave club house at 9 A. M. sharp, to take train via Erie Railway.

Saturday, May 28th.—Decoration Day Tour. Leave club house at 3.30 P. M., and via 4.30 boat to St. George, wheel to Tottenville, ferry to Perth Amboy, lodge at hotel Central. Sunday wheel to New Brunswick, Bound Brook and Somerville, dinner, thence to Orange and Newark, lodge at the Continental. Monday around the Oranges and witness the Team Road Race.

Saturday, June 4th.—Run to Roslyn, L. I. Assemble at club house at 3 P. M. sharp. Later arrivals can join the run at Jamaica by taking the P. M. train from Flatbush station. Return from Roslyn to New York by boat by moonlight, or

those who prefer can wheel to Hempstead by moonlight and remain over for a tour the following day, when an attempt will be made to break the present Long Island twenty-four hour record.

Saturday, June 11th.—Road race, first series, two miles. Full particulars later.

Sunday, June 12th.—Tour to Cold Spring, L. I. Leave club house at 8.30 A. M. sharp. Later arrivals can take 9.30 train to Jamaica.

Saturday, June 18th.—Run "Around the Block." Boulevard entrance at 4 P. M. sharp.

Sunday, June 19th.—Century Club Run. Leave club house at 5 A. M. sharp.

Tuesday, June 21st.—Annual club dinner. Arrangements to be made later.

Saturday, June 25th.—Informal run, particulars later.

Sunday, June 26th.—Tour to the Brooklyn riding district. Assemble at club house at 9 A. M., dinner at the Osborne House, Sheepshead Bay.

Saturday, July 2d.—Independence Day Tour. Leave club house at 4 P. M., wheel to Jamaica, lodge at Petit's. Sunday wheel to Amityville for dinner, in P. M. wheel to Islip, returning to Babylon, lodge at the Sherman House. On Monday, July 4th, the club will be guests of Mr. J. P. Stocksdale, at Babylon.

MEDALS AND TROPHYS, 1887.

RACES.—One mile club championship, terms: To be not less than five entries and three starters. Medal to first and second. Entrance fee \$1.00.

2nd.—One mile club novice, terms: Same as above.

3rd.—Road championship To be a series of three separate races at distances of two, five and ten miles respectively. The winner of each race to score three points, the second man two points and the third man one point. The contestant aggregating the greatest number of points to be awarded the championship, and the second best man to receive a medal for second place. Terms: To be not less than six entries and three starters. Entrance fee \$1.00 for the series or any portion thereof.

4th.—Road novice. Series of three races, same as above. Terms: To be not less than ten entries and three starters. Entrance fee same as above.

RECORDS.—Medal to each member who breaks the best previous twenty-four hours Long Island road record. No two medals to any one man.

Medal for the best century run made during the year inside of twelve hours.

Medals for the three best records made during year. Winners of last year's medals not to be in competition until previous records are passed.

Century club run. It is proposed to have a century run of the Club, in which every member who can, or who wishes to accomplish a century, is requested to participate. The pace will be moderate and steady, the purpose being not to ride against time, but to get every man who starts through in the time limit, which will be fifteen hours.

Club runs and tours will be held at stated intervals. Due notice of these and of the above will be sent to each member.

A. B. BARKMAN Captain.

THE SOUTH END WHEELMEN OF PHILADELPHIA.

This club was organized during the winter months and now consists of 32 members, all living in the southern section of the city, and all good riders. We have secured comfortable headquarters at 1,445 Hicks street, very convenient to Broad street. The club house has been fitted up in good taste. The parlor has been furnished as a reception room for visitors, and the rear rooms will be used for the storage of wheels. The second story front will be used as a meeting room, and the back room as a smoking and reading room. The bathroom has been fitted up with lockers for the members and is furnished in good style.

The officers of the club are: president, Samuel Jackson; vice-president, Louis J. Kolb; secretary-treasurer, J. R. Lincoln Edwards; assistant secretary, George Caryl; captain, Harry McArdle; first-lieutenant, Louis J. Kolb; second-lieutenant and color-bearer, H. Conner; bugler, W. W. Roberts; house committee, L. J. Kolb, J. R. L. Edwards and George Caryl. The club has every prospect of success. SEC.

Mr. Ducker has recovered his bicycle. The thief was found fast asleep in a public square in West Roxbury, and was taken into custody. He had ridden 120 miles. His name was John Scott, a ticket speculator in Springfield.

IRA PEREGO'S NEW CATALOGUE.

We have just received a copy of Mr. Ira Perego's new catalogues. It is finely printed and artistically covered, and is a distinct advance on Mr. Perego's catalogues of previous years. It contains over fifty pages of well written illustrated matter, fully describing the large and assorted stock of sporting goods and gentlemen's outfittings kept by Mr. Perego. The firm has been established in business nearly fifty years, and there is probably not a store of its kind in the country, so fully equipped in outfittings for ordinary wear and for ordinary and outdoor wear.

CAPS AND HELMETS.—There are no less than twenty-six different styles of Caps and Helmets, ranging in price from 50c. to \$3.50. They are also made up of special cloth for clubs to match their uniforms, and Caps or Helmets are made up from customers' own material at a cost of \$1.50. A popular Helmet is one of regulation duck in white and drab, at \$1.50; second quality, \$1.25. Other styles which are in especial favor are: Ventilated Corduroy Helmets, Seal Brown, Navy Blue and Drab, or in Gray or Blue cloth, \$1.50. Fine Ventilated Caps with cloth-covered or glazed visors are sold at \$1.75, in assorted colors; White Duck Cap with black glazed visor, \$1.25; Ventilated White Flannel Helmets, extra quality, bound with silk, \$1.50; Fancy English Flannel Polo Cap club stripes to order, only \$1.00. A popular "knock-about" hat, is an English felt, in various colors, at 50c. Silk traveling caps are sold at 50c. and steamer and traveling caps of fine plaid cassimere, from 50c. to \$2.00. Among the Tennis Hats are the following: Fine imported silk caps, \$2.00; Imported French Flannel Hats in fancy stripes, \$1.25; Best quality White Flannel Tennis Hat, \$1.25.

Among other outdoor head gear are Base Ball Caps, all colors, made to order for clubs, 50 cents; White Duck Bicycle or Yachting Cap, with straight visor, \$1.00; imported silk Rowing Caps, \$1.00; worsted Rowing Caps, \$1.00; imported flannel Tennis Caps, \$1.00; silk plush Polo Cap all colors, \$2.50; silk plush Bicycle Cap, satin lined to order, \$2.50. Mr. Perego also has on hand an assortment of Skating, Tobogganing and Traveling Caps, full descriptions of which may be found in the catalogue.

SHIRTS.—The shirt department is stocked with an endless variety of garments at remarkably low prices. By a system of self-measurement for shirts, uniforms and jerseys, fully set forth in the catalogue, purchasers can order as well as if they made a personal visit. Among the shirts which meet with ready sales are the following: Best quality flannel Bicycle and Tennis, silk laced fronts, \$2.50; Bicycle and Tennis Shirts, in fancy stripes and plaids, \$2.50; first quality Cochecho Flannel Shirts, in all colors, \$2.50; first quality White Flannel Bicycle or Tennis Shirt, \$3.00; extra fine White Flannel Bicycle and Tennis Shirts, \$4.00 to \$5.00; Navy Blue Tennis and Yachting Shirts, \$3.00.

JERSEYS.—Jerseys for tennis players, wheelmen, athletes and gymnasts occupy a large space of the catalogue. There are woven worsted jerseys in several colors at \$4.00, or in fancy stripes with standing collar, and made to order. A fine navy blue jersey, nicely trimmed as to collar and cuffs sells at \$5.00, and a sleeveless worsted shirt is put in at the low price of \$3.00; or with club emblem on the breast, \$3.50. Among others are: Finely woven worsted tennis and bicycle jerseys in all colors, with fancy striped collars and cuffs, \$5.00; Finely woven worsted rowing shirts, various colors, \$3.25; Heavy English white sweaters, only \$5.00; Imported English jerseys, white and navy blue, \$2.50; also in stripes of various combinations, \$2.50; Imported English tennis and bicycle jerseys in two or three wide stripes, \$3.00. One very popular garment is a shirt of jersey cloth, in various colors; price, \$3.00. White cotton athletic shirts are sold at 50 cents; Navy blue cotton athletic shirts, \$1.00; Navy blue worsted athletic shirts, \$1.25; the same with long sleeves, \$1.50; Woven worsted knee-pants, stout and serviceable, in various colors, \$3.00; White cotton athletic knee-pants, 50 cents; Navy blue cotton athletic pants, \$1.00; same in worsted, \$1.25. The long finely woven racing tights fit the form closely, and are in great favor with wheelmen for the race track and road; price \$3.50.

The large assortment of Belts and Hose Supporters are fully described. The Hose are worthy of more extended notice than space allows us to give them. All of the best material, and are carefully manufactured, the raw material being carefully inspected before being made up. A superior line of extra fine, wide-ribbed Hose is sold at \$2.50 per pair; navy blue, black and steel mixed, same, of very good quality, \$2.00 per pair. A Hose which we specially recommend to wheelmen as a very serviceable article for touring and road riding, is No. 36, at \$1.50; there are also over a dozen of medium and wide-ribbed and fancy mixed Hose, suitable for bicycling, tennis, and outdoor use, in suitable colors, at \$1.00 to \$1.50 per pair.

SHOES.—This year a larger stock of sporting Shoes than usual will be kept on hand. Among others are the following: Canvas Shoe, white and brown, rubber sole, \$1.00; same in brown and black checked canvas, \$1.25; Indian Oxford leather yachting Shoe, \$1.65; white canvas yachting Shoe, trimmed with russet leather, perforated rubber sole, \$2.50; Cordovan running Shoe, calf upper, leather sole with spikes, \$3.50; leather-soled white canvas athletic Shoe, 75 cents. Special attention might be called to the canvas tennis Shoe, in white, blue and wine colors, laced to the toe, rubber sole, \$1.65; goat trimmed tennis Shoes, russet trimmed in various colors, sell at \$2.50; English russet leather Shoes, rubber soles, very fine, price \$5.00; canvas Shoe, russet calf trimmed, rubber soles, \$3.00. The "Champion" tennis Shoes should be carefully examined by all tennis players. There are three styles: Canvas, russet trimmed, in white, blue and brown, \$5.50; in fine English russet leather, \$6.00, and fine white buckskin russet trimmed, \$7.75.

BICYCLING AND TENNIS SUITS.—There is a large assortment in these goods made up in the best imported flannels, corduroys and domestic goods. The most popular garments are the following: Corduroy coats, in brown,

blue and drab, \$8.50; Corduroy, Norfolk brown, blue and drab, to order only, \$9.50; second quality same, in drab only, \$5.00; blue yacht cloth, first quality, \$10.50; second quality in blue, \$3.00. Grey or brown mixed Norfolks, \$9.50; light or dark gray, \$3.00; blue flannel, \$5.00; light gray, dark gray and brown mixed, \$5.00; fancy plaids, \$5.00; white flannel, extra quality, \$10.00, something very fine; second quality, same, \$7.50.

TENNIS BLAZERS.—Made up of the finest imported material. White Flannel Tennis Blazers, first quality, \$7.00; second quality, \$5.00; Fancy Striped Flannel Blazers, made up in several combinations, \$5.00. The Tennis Caps are made to match the different styles of Jerseys. Tennis Pants, in White Flannel, best quality, \$6.50; second quality, \$4.00; White Flannel Knee Pants, \$3.50 and \$5.00; first quality, Blue Cloth, Knee Pants, \$6.00; Brown Mixed Knee Pants, \$3.50; Knee Pants, second quality, Blue Cloth, \$4.00; best quality, Corduroy Knee Pants, Brown, Drab, or Blue, \$5.00; second quality, in Drab, \$3.00. Fine Woven Worsted Knee Pants, Seal Brown, Navy Blue, and Grey, \$3.50. The Tennis or Lounging Suit is worthy of special note, so popular was it last year for boating, yachting, and for the country and seaside. It is very light yet strongly made of fine English Flannel, in Stripes and Checks, \$15.00 to \$18.00 per suit. A lower priced suit, which looks very well, is sold at \$3.00, in Grey and Brown Mixed Cloths.

MISCELLANEOUS.—The size of this odds and ends department is so great that twenty-five pages are devoted to it. Let us run over some of the goods. A popular Bicycle Suit, of undressed leather, with perforated palms and backs, sells at 75 cents; Leather Back Bicycle Suits, with Lisle thread web in back, \$1.25; Undressed Leather Gloves, cotton web in back, \$1.25; Undressed Buck Gloves, with leather palm and perforated back, \$1.50.

Heavy Turkish Towels for bathing and sweating, 50 cents, 75 cents, and \$1.00. Woven White Cotton Whistle Cords for wheelmen, 75 cents. Duplex Calliope Whistle, nickel plated: 50 cents. Drinking Filters—These will perfectly filter the most impure water, and are invaluable to wheelmen, 25 cents. The Brighton Rubber Bicycle Cape, occupies but little space, and is very useful to touring wheelmen, \$2.50. Hoven's English Stocking Supporter offers many advantages over the general classes of articles used for this purpose; it is strong, easily adjusted and comfortable, price, \$1.25.

RIDING AND HUNTING COATS.—English Mackintosh covered Riding Coat, \$15.00; imported English tanned kid Hunting Coat, waterproof, flannel lined, \$20.00. Canvas Hunting Coats, large game pockets, \$3.50. The English Mackintosh Coats are immensely popular. They are known as the Joseph J. Byer's patent ventilation coats, being perforated on the shoulders and on the back, so as to allow the moisture to escape, yet affording perfect protection from inclement weather. These goods are excellent enough to have elicited an autograph letter of commendation from Gladstone. The price of these goods range from \$6.00 to \$25.00. The goods are made up as follows: Single-breasted, in gray and brown, fancy plaid linings, \$13.50; extra quality, \$16.00 to \$22.00; feather-weights, \$11.00 to \$15.00. Brown rubber waterproof Coats, with velvet collar, fancy plaid lining, \$5.00; light brown mixed, \$6.00. English Mackintosh Coats, with detachable capes, of extra quality goods, \$15.00 to \$25.00. Inverness Mackintosh Coats, in checks and plaids, \$16.50 to \$25.00. Very desirable for wear over full dress suits. English Mackintosh bicycle leggings, in gray, drab and brown, \$2.00 upwards.

MEN'S FURNISHING GOODS.—The stock of men's furnishing goods is so complete and so large that only a few of the specialties are mentioned. The aim of the house is to supply anything in the line of men's outfittings that can be found in this country, besides which it imports and exclusively handles many foreign novelties. The custom department is especially equipped for fitting orders at short notice. To New Yorkers it is scarcely necessary to say that whatever comes from Perego is the thing, but we advise out of town men who desire to get the best styles in reliable goods to call or send for a catalogue. We run hastily through some of the specialties. Extra quality linen turned down Collar, \$2.00 per doz.; latest style turned point Collar, four ply, \$1.50 per doz. upwards; latest styles straight standing Collars, \$1.50 per doz., up; full dress linen Collars, four ply, per doz., \$2.00 up; celluloid Collars, standing or turned down, 25 cents each. These are specially adapted for outdoor wear. Linen reversible paper Collars, 25 cents per box. Cuffs, extra quality, linen, square or round corners, \$4.00 per doz.; latest style, four ply linen, square or round corners, for link buttons, \$4.50 per doz.; white Marseilles Cuffs, for full dress suits, 50 cents per pair; celluloid reversible Cuffs, 40 cents per pair. Among men who want to be in good form, Perego's patent bosom shirts are very popular. They are manufactured from the best material, and by the application of the patent bosom, are perfect fitting. They are made of various materials and in various styles for \$24 to \$60 per doz. A specialty are the special designs in fancy shirtings from London and Paris.

Pajamas are now preferred by many for night wear, being very comfortable and possessing many qualities over a night shirt. The garments are a loose fitting shirt and knee pants. In fancy English Cheviot, \$3.50; extra quality cream colored Cheviot Pajamas, trimmed with silk corded knots, \$4.50; French Flannel Pajamas, in checks and plaids, \$5.00; extra quality heavy muslin Night Shirts, \$1.00 to \$1.50; fancy trimmed Night Shirts for \$1.50 upwards.

NECK WEAR.—Frequent journeys to "the other side," and artistic taste in selection and manufacture, enable the Peregos to present a line of Neck-Wear positively unexcelled. There are four-in-hand scarfs, in plain silk, and satin spots, at 50 cents upward; extra fine quality, \$1.00; English knot scarfs, 50 cents, to \$1.00; and English flat scarfs, negligé Windsor ties, De Joinville scarfs, extra quality lawn band bows, white lawn ties Marseilles four-in-hands, black and white silk bows and full dress ties

128 & 130 Fulton Street, New York

Ira Perego

87 Nassau Street, New York.

Outfitter to the Bicycle, Athletic, and Tennis Clubs of America.



The Long Island Wheelmen's Club House.

BEDFORD AVENUE, BROOKLYN.

THE LONG ISLAND WHEELMEN.

The new club house of the Long Island Wheelmen, a cut of which appears upon another page, will exceed in comfort, appointments and beauty of architectural design, any wheeling club house in the country. It is located on Bedford avenue, Brooklynn, near Fulton street, and on the broad asphalt road, which is the main approach to Prospect Park and the Coney Island Boulevard. The building is the full width of the lot in the frontage, and extends back seventy feet. A moderate incline from the sidewalk leads to the large double door, beyond which a further vestibule door is met before entering the building. The front of the structure, up to the great bay window, is of rough red sandstone, harmonizing admirably with the copper oriel and the rough brick, of which the front above the first story is constructed. In the oriel, which covers nearly the entire front at the second story, are seven large windows, each containing one plate glass, so arranged that they may be opened and raised to their full length.

In the third story the five broad windows are recessed, thus forming, with the top of the bay, a roomy balcony, opening directly out of the billiard room. Above this, the dormer roof, with brick and terra cotta, rises over all the surrounding buildings and supports the flag staff. The general architectural effect is bold, solid and impressive. The material and color present an appearance of substance and strength, well borne out in the construction itself, and most appropriate for and characteristic of the club, whose wheeling home this handsome building is destined to be.

The internal arrangements are evidently the result of careful thought and exhibit provision for every detail of the wheelman's comfort and pleasure. The basement, entered by winding stone stairs under the incline to the front door, is supplied with coal bins and two furnaces, arranged to be run either separately or together. Here, too, arrangements have been made, whereby bowling alleys can be put in, the depth of the lot being sufficient for the regulation alley.

The first floor is the wheel hall, and has a capacity for one hundred and fifty wheels; the bicycles on either side and the tricycles and tandems along the centre. At the rear of the wheel hall is the repair shop, with all the necessary tools and implements for the mending of wheels. On this floor there is placed a lamp and oil closet, built with over one hundred sections or small lockers, so that these odorous and forever leaky essentials of the wheelman's paraphernalia may be kept apart from his clothing and away from the locker and dressing room. Closets and urinals are also placed in the rear of this floor.

From the centre of the wheel hall, and on the north side of the building, a large and substantial stair case, with a square platform at the rise of three steps, leads to the parlors and reception rooms on the second floor. The entire front of this floor and to the depth of forty feet, forms the parlor, separated by portieres from the reception and reading rooms, which occupy the centre.

In the southwall is an old fashioned tiled fireplace, crowned by a massive old oak mantel piece. This entire floor is trimmed in hard wood, antique oak being the material used. At the rear are two smaller rooms, one used as a committee or card room and the other as a ladies' room. These rooms are so connected that they can be used together as ladies' dressing rooms at social entertainments held in the Club House. On this floor, also, are found wash-basins and closets.

The enclosed hallway continues from the second to the third floor, where the billiard room locker, dressing, bath and wash rooms, gymnasium and janitor's apartments are located.

The front of the third floor is set apart for the billiard and pool tables, and it is from this room that the balcony above the oriel opens. The light is both from the front windows and from a skylight. In the centre of this floor, and lighted from the overhead skylight, solely, are the locker and dressing rooms, connected with the bath, spray and wash rooms, furnished with all the facilities so grateful to the hot and dusty wheelman, just in from a long summer spin. Private dressing rooms are formed between the rows of lockers, by dropping the portieres. On the north side of the dressing room, gymnastic apparatus is placed, and ample room is afforded for exercise in that direction. On this floor also, are closets and urinals. In the rear, the janitor's apartments are located and a large range with boiler supplies hot water to the bath and wash rooms. Especial attention has been paid to the plumbing work, and the latest and most approved class of material and

design of construction has, in every instance, been provided. The flooring throughout is double, a selected narrow yellow pine being the finishing layer.

On account of the unusual depth of the building and the size of the rooms, extra heavy beams have been used on each floor, and every detail of a thoroughly strong and substantial club house building, carefully considered. The size of the lot leaves a yard back of the building about 30 feet in depth, which can be roofed in and utilized for additional wheelroom, at any time the requirements of the membership demand it. The market value of the lot and building when completed will be over \$15,000, while its location, between two lines of rapid transit, the Atlantic Avenue and Long Island Rail Road on the south and the Kings County Elevated on the north, each but one block away, renders it unusually convenient of access from any section of Brooklyn and from New York City.

The Long Island Wheelmen, the Club owning this commodious and elaborate house, was organized early in 1882, and has always been a substantial and conservative organization. Its membership, in point of age, average above thirty years, and is largely made up of men in professional and mercantile occupation, who, feeling the necessity of some form of athletic exercise to maintain a healthy constitution, have taken up cycling as the most enjoyable, beneficial, and practical method of reaching this result. The effect has been the creation of a club, thoroughly harmonious and sympathetic in taste, habit and method, and with a strong social element, naturally arising from a community of interest.

For the past two years, the club has occupied a two story building at the entrance to Prospect Park, but the growth of the membership, and the accession of a large number of wheelmen who formerly composed the Bedford Cycling Club, together with a demand for something more particularly fitted for club purposes, led to the determination to build a club house, exclusively for the uses of the organization.

Early in the present year, the club changed its uniform from green to gray, and at the same time incorporated under the general laws of 1875 the trustees for the first year being William W. Share, E. A. Bradford, Geo. W. Mabie, Wm. H. Hoole, Chas. H. Luscomb, L. G. Wilder and A. L. Brown. The other officers of the club are: President, Wm. W. Share; Vice President, E. A. Bradford; Treasurer, Jos. D. Huggins; Recording Secretary, E. W. Starr; Corresponding Secretary, M. Furst;

Captain, Chas. H. Luscomb; First Lieutenant, R. N. Chichester; Second Lieutenant, Geo. G. Teller; Lieutenant of Tricyclers, C. E. Jayne; Color Bearers, H. F. Donaldson and C. F. Pray; Buglers, E. T. Fisher and I. M. Clapp; Surgeon, Dr. F. P. Hudnut; Membership Committee, Dr. Wm. J. Gilfillan, Chairman; House Committee, W. H. H. Warner, Chairman; Road Committee, C. H. Luscomb, Chairman; Entertainment Committee, A. L. Brown, Chairman.

The present initiation fee of the club is ten dollars, which includes membership in the League of American Wheelmen, in which this club, as a club, holds membership; and the dues are eighteen dollars a year, payable quarterly. It is probable that the initiation fee will be shortly raised. The regular meetings are held on the first Tuesday of each month.

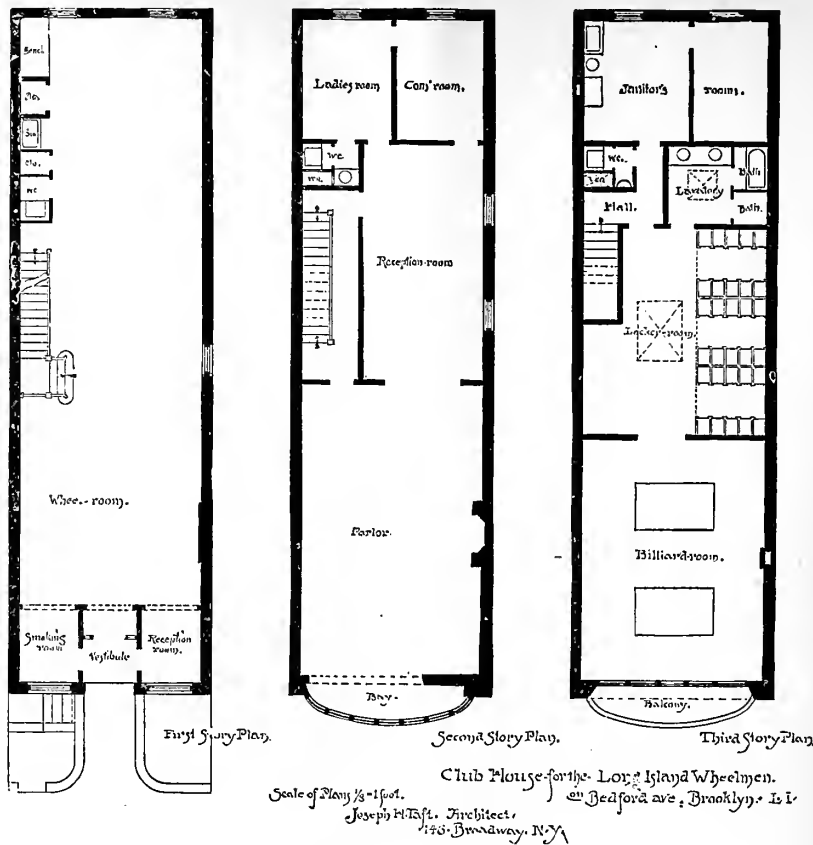
The road committee has prepared a complete schedule of runs for the coming season, a few of which are as follows: Decoration-day, (1) Roseville, Orange, Milburn, N. J.; (2) Bath, L. I.; (3) Early morning run. June 13, Keyport, Red Bank, Long Branch; June 23, Summit, Morristown to Newark. July 4, (1) Patchogue, L. I. (2) Breakfast run to Coney Island. July 15, Tarrytown. July, Grand Club run and dedication of new Club House. August, L. A. W. State encampment, Lake Otsego. Sept. 14, Staten Island. Election day, (1) Fort Hamilton; (2) Flatlands Neck. Thanksgiving day, Canarsie.

Moonlight runs and drills. Monday, May 2; Saturday, May 7; Wednesday, June 1; Saturday, June 4; Friday, July 1; Saturday, July 30; Monday, August 1; Monday, August 29; Thursday, Sept. 1; Monday, Sept. 26; Saturday, Oct. 1.

The club emblem or badge is a bronze wreath, enclosing the letters "L. I. W." in white metal, superimposed upon a topographical representation, in bronze, of Long Island. A sun with gold rays rising above the island and blue enamel between the island and the lower border of the wreath.

The Long Island Wheelmen take an active interest in League matters, both the National and State, and, although not themselves indulging in racing, lend their aid to encourage the sport and are members of the Team Road Racing Association. The growth of the club has been steady and it is now the largest wheeling organization in Brooklyn. From the efforts of the members of this club, the roadways of Prospect Park have been opened to the wheelmen, the constant danger arising from the use of paths by bicycles removed, and the status of the wheel as a vehicle recognized by the Park Commissioners.

FOSSIL.



GROUND PLANS. L. I. W. CLUB HOUSE.

WHEEL GOSSIP.

Karl Kron writes that his book will be delivered on May 25th.

The Kentucky Division, L. A. W., held its annual meeting on Wednesday evening, at Covington, Kentucky.

The New Hampshire Division, L. A. W., will hold its annual meet July 4th, under the auspices of the Manchester Bicycle Club.

Startling Information.—“T. J. Kirkpatrick, it is said, will run for the office of President of the L. A. W.—The L. A. W. Pointer.

Mr. Stevens, of *Outing*, and Mr. Harwood R. Pool, of the Citizens Club, will accompany the New York State officers to the meet.

John S. Prince is building a 4½ lap track on the Omaha baseball grounds, and will shortly hold a tournament for amateurs and professionals.

At the race meet of the Fernside Cycle Club, held at Melbourne, 12,000 people were present. The feature of the meet was the new grass record, 2:48 2-5, made by Con. Dwyer.

Dr. Beckwith and Mr. John C. Gulick will not attend the League meet. Both are engrossed in business, which they cannot neglect, and which has already suffered somewhat through pressure of League affairs.

Pennsylvania will send the following men to the League Meet: Isaac Elwell, Philadelphia; S. H. Murray, Sewickley; J. J. Van Nort, Scranton; Geo. A. Gorgas, Harrisburg; J. E. Harder, Clearfield; Geo. A. Jessup, C. C., Scranton.

At the Columbia College Games, held Friday, May 13th, at the Staten Island Athletic Grounds, the two-mile bicycle race was won by S. A. McGuire, '89, 6m. 36½s.; E. Hornbostel, Jr., '90, 2d; A. Y. Pringle, o; H. F. Hornbostel, o.

New York will be represented at the St. Louis Meet by the following officers: Messrs. Luscomb and Share, of Brooklyn; Gallien, of Albany; Beck, of Lockport; Butler and Williams, of Buffalo, and Bidwell, of New York. These men will cast thirty-five votes with the State.

Mr. F. Cathcart, 152 Fleet street, London, E. C., proprietor of the Alexandra Park Athletic Grounds, and the “Ducker” of England, holds two grand tournaments, viz: May 20, 21 and 22, and June 23, 24, 25 and 27. One of the features of the tournament will be the appearance of the American team.

Columbia Wheelmen, Stockport, N. Y.—At a meeting of the club, held May 6th, the following officers were elected: President, R. Burns Reynolds; Vice-President, John Kittell; Secretary-Treasurer and Captain, Joshua Reynolds. The club admits ladies to membership, and has already two lady members, who are also enrolled in the League.

The price of the New York Road Book will be \$1.50 to League members in States other than New York. The book is well worth this amount, and is simply invaluable; all wheelmen east of Chicago should have one. Beyond the mere fact of the value of the book, wheelmen will be helping the New York Division to pay for its production. Address, A. B. Barkman, 608 Fourth avenue, Brooklyn, N. Y.

A smart piece of riding.—A rather smart thing was witnessed in Melbourne recently, a bicyclist named Pickering was riding leisurely along the road, when a horse, drawing a light cart, bolted at a terrific pace. Pickering at once gave chase, and, after some little time, he headed the runaway, and, smartly dismounting, he seized the horse's head and brought him to a standstill, without damage to either bicycle or self.—*The Cyclist*.

The League of Essex County Wheelmen are busy taking a mail vote as to whether the League shall be disbanded or not. It was formed five years ago, and the annual assessment is but fifty cents. A circular has been issued, and a copy mailed to each member, with a postal for an answer as to whether the League shall be disbanded or not. The polls are to close May 20, and a meeting of the League officers has been called for May 22, at the Essex House, Salem, at 1:30 P. M., to take such action as the votes on the question may require. The general opinion among the members, as far as can be learned, is opposed to disbanding.—*Lynn Bee*.

F. M. Daniels heads the New York Club's 1887 mileage with 602 miles.

The New York League Meet party left on the West Shore Road at 5:40 P. M. on Tuesday.

It is rumored that candidate Kirkpatrick will meet with some opposition from Pennsylvania.

Mr. Jason Rogers, who is touring through New York State in the interests of the *Sunday Mercury*, was at Lyons, N. Y., on the 17th.

The Citizens Club held their regular monthly meeting on Monday night, and added seven new members to their already large membership roll.

Ex-Park Commissioners Powers and Viele have written letters favoring, indeed strongly advocating, the passage of the Rights and Privileges bill.

At the Germantown, Pa., Academy games, held at Stenton, near Philadelphia, May 14th, the half-mile bicycle race was won by H. E. Hayward, 1 m. 49½ sec.

“Tommy” Smith, of the Citizens, and “Billy” De Graaf, of the Harlem Wheelmen, ride from their Harlem homes to Fifty-ninth street every morning and evening, to and from business.

There are vague whispers that the South will combine “solidly” on a League ticket. With New York, Massachusetts, Pennsylvania and Ohio a solid “union,” no conceivable combine could control the convention.

A feature of Forepaugh's circus will be an aerial bicycle trapeze act. The bicycle is driven along a tight-rope. The trapeze is suspended from the hub of the driving wheel, and upon this a man and woman will perform.

The sparrows in the Boulevard trees are twittering over the road race, which, it is rumored, the Citizens and New Yorkers are going to hold. It will be of the team variety and fifteen miles long, from Kingsbridge to Tarrytown.

The following races will be run at Cheltenham Beach, Chicago, on the 26th, for gold and silver medals: one-mile novice, half-mile scratch, one-mile handicap, three-mile handicap, road wheels, five-mile open, one mile 3:15 class.

Mr. P. Harvard Reilly, of the Citizens and Springfield clubs, sailed for Europe on Wednesday to the City of Rome. Professor Reilly intends to take a three months' tour through Europe, devoting special attention to Switzerland. He will ride an 'Extraordinary Safety.

Mr. A. J. Patterson, of the New York Bicycle Club, left Gotham on Friday for a trip to New Haven. He rode to Bridgeport, passing through New Rochelle, Greenwich and Norwalk. He reports the roads beyond Greenwich as beastly. Mr. Patterson took the train from Bridgeport to New Haven.

At the League Meet, Mr. Butler, of Buffalo, will move that the chairmen of the four committees—Rights and Privileges, Membership, Transportation, and Rules and Regulations—be appointed a Constitutional Committee to re-organize the Constitution and By-Laws of the League, with the object of strengthening the Divisions, by giving them more power and a larger proportion of the receipts.

Messrs. H. S. Raven, J. M. McFadden, F. W. Kitching, Geo. S. Daniels, and F. M. Daniels, all of the New York Club, spent last Sunday in the Oranges. They rode through Montclair, Bloomfield, Verona, Cedar Grove and Little Falls. Dinner was had at the American House, Bloomfield. A number of citizens were present, and, altogether some forty wheelmen sat down to the dinner, which they recommend to all wheelmen. Supper was taken at Little Falls. The five added 187 miles to the club's mileage.

A biography of Harry Etherington appears in the *St. Stephen's Review*, and apparently the highest compliment paid to Mr. Etherington is indirectly a compliment to Americans. The paragraph referred to is the following: “Throughout the American Continent no Englishman connected with sport and the sporting press is better known or more generally liked and respected than Mr. Harry Etherington, whose visits with the conquering teams of English cyclists have ever been warmly welcomed, while his peculiar dash and smartness have made the Yankees almost consider him as one of themselves.”

F. J. Osmond is looked upon as the coming English racing man.

The Overman Wheel Company are exhibiting a 64-inch Victor at their Boston store.

Mr. Edwin Oliver has accepted the position of chief bugler for the St. Louis parade.

Thomas Stevens will lecture in Brooklyn, May 26th, under the auspices of a prominent church.

“Daisie” and “Violet Lorne” are at war. The bicycling scribe is at his best when in a bellicose state.

At the Yale College games, held Thursday, May 14th, E. F. Landy won the two-mile bicycle race; time, 7:39 3-5.

The League programme is a thing of beauty. If the meet is as great a success as the programme, St. Louis will do herself proud.

W. W. Scott, of the Hyde Park, Mass., Club, will attempt to break the twenty-four hour bicycle road record the first moonlight night.

Chief Consul Brewster, of Missouri, intends to give each district to the care of a Representative, who will appoint local Consuls. A very good idea.

The first money ever earned by Thomas Stevens with his pen was four dollars, paid him by THE WHEEL for an article, when he first arrived in New York from San Francisco.

All the N. C. U. suspends, who have not competed in professional events, have petitioned for re-instatement. It is generally presumed that they will be re-admitted into amateurism.

“Violet Lorne” tells of a lady friend of hers who uses her toboggan costume for tricycling with happy results. Violet's fair friend must be either in training for a light-weight championship, or bound on a journey to the North Pole.

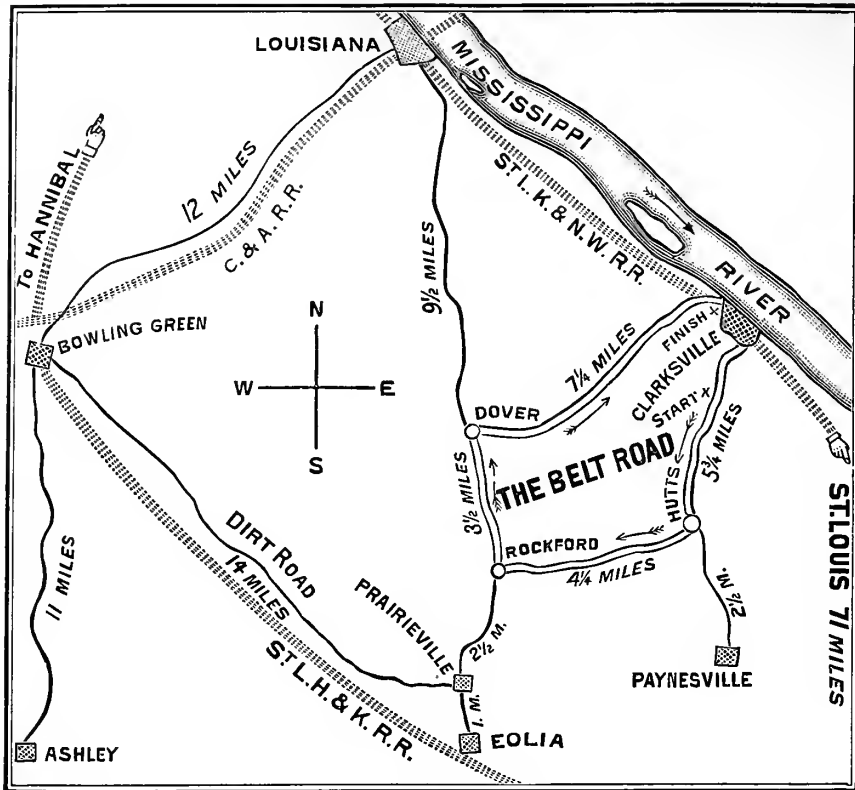
Thomas Stevens' book will be issued next week by the Scribners. Mr. Stevens will give two premiums: one of \$500 to the person sending in the most number of subscribers; another to a subscriber, to be determined by lot. Neither premium is to be awarded until 10,000 orders are booked.

The annual election of the Connecticut Bicycle Club of Hartford resulted as follows: President, Charles E. Chase; Secretary, J. G. Calhoun; Treasurer, George H. Burt; Captain, Robert F. Way; 1st Lieutenant, E. F. Harrington; Club Committee, H. H. Saunders, C. H. Longley, George O. Hull and Frank E. Johnson.

The Cambridgeport Cycle Club has issued a neat programme card of the road race which is to be run under its auspices on May 30th. The course will be 25 miles, and it is expected that it will be covered in very speedy time. There will be five prizes for the winners, and in addition souvenirs, which will be given to every man riding the race to a finish. The first prize will be a cyclometer, the second a pair of rat trap ball pedals, the third a saddle, and the other two, useful cycling accessories.

It is with much pleasure that we present illustrations of the Long Island Wheelmen's new house. For a long time this club had been irreverently dubbed “Fossils” by thoughtless Brooklyn wheelmen. But the “Fossils” have let themselves out; they have discovered a spring, far better than the waters for which Ponce de Leon searched so vainly, inasmuch that they not only arrest time, but renew the youth and vim and go of those who drink it. Their club house will be found a model of elegance and convenience, and we have published the plans of the various floors, that other club-building committees may profitably use them as a guide in arranging their houses.

Mr. Lester E. Hickok, a traveling salesman of the Wilcox & Howe Hardware Company, of Birmingham, Ct., has completed 6,000 miles on his bicycle, attending to the regular duties of his business. One of his most remarkable trips was from Newport, N. H., to Amesbury, Mass., stopping at twelve towns and making twenty-one business calls, requiring a riding distance of 120 miles, all of which was accomplished between 7 A. M. Wednesday and 4 P. M. Friday. Mr. Hickok says that he could not have made the trip without one or two additional days had he depended upon the railroad for transportation. He rode a 56-inch Columbia, with luggage carrier on the handle-bar, on which he carried a rubber suit, and on the perch was fastened, by a pair of clamps, a bundle containing an entire change of under-clothing.—*Boston Herald*.



THE CLARKSVILLE ROAD RACE.

THE HUNDRED MILES CHAMPIONSHIP.

From the *American Wheelmen*, under whose auspices and management the above event is to be held on Monday, May 23d, we condense the following information, and we are also indebted to our contemporary for the plan of the road race.

The steamboat Hudson will leave St. Louis for the scene of the road race, late Saturday night, directly after the League banquet. The cost of the round trip, including fare, three nights sleeping accommodations, meals, and the banquet and ball aboard the boat after the road race, will be \$7. The Hudson will arrive at Clarksville on Sunday at 9 A. M.

Sunday will be devoted to touring, over magnificent roads and through beautiful country. The roads are fine gravel turnpikes, and there are level stretches, miles in length. On Sunday evening, special services will be held at the churches.

The race starts at 8 A. M. Monday, Chief Consul Brewster acting as starter. The "Belt Road" (see map for start and finish), will be ridden around almost five times. The race will be ridden somewhere in the neighborhood of six hours.

THE PRIZES.

- First Prize.—World's Championship Cup, solid silver, value, \$300; light roadster bicycle, value, \$140; total..... \$140
 - Second Prize.—Solid Gold hunting-case Keystone Watch, jeweled movement, heavy cases, value, \$100; light roadster bicycle, value, \$140; total..... 240
 - Third Prize.—Light roadster bicycle, value, \$140, with either Butcher or Lakin hub cyclometer attached to it, \$10; total..... 150
 - Fourth Prize.—Bicycle..... 140
 - Fifth Prize.—Spencer repeating Shot Gun, capable of firing six shots in four seconds, 12 gauge, 30 to 32-inch barrel, weight, 8 to 8 1/4 lbs., Damascus steel barrels, walnut pistol grip, stock rubber butt plate, choked bore..... 40
 - Sixth Prize.—Butcher on Lakin hub cyclometer..... 10
 - Seventh Prize.—Brooks Ideal cyclometer..... 5
- Total..... \$1,025
- Also special medal for 50-mile record.

THE STARTERS.

The following men have signified their intentions of starting:

S. G. Whittaker, Chicago, present holder of 20 and 100-mile road records, the latter 6 hr. 1 1/2 m., rides American Champion.

A. A. McCurdy, Massachusetts, holder of 24-hour record, 305 miles; 100-mile record, 7 hr. 51 m. 30 s., rides Star.

W. A. Rhodes, Dorchester, winner of various bicycle and tricycle road championships, and a fast man on the path, rides Victor.

Chas. F. Frazier, Smithville, N. J., very fast on the path, rides Star.

John S. Prince, Omaha, Neb., too well known as a path-rider to need mention, is yet untried on the road, has some excellent long-distance records; mount unknown.

R. A. Neilson, Boston, known as a path-rider only.

Percy W. Stone, St. Louis, Mo., finished third in road race last year, and did some excellent work last year on the path, rides Columbia.

Frank F. Ives, Meriden, Conn., a sterling road rider and a fast man on the path.

Among other entries are: Bullock, Omaha; Hardwick, Galena, Kas.; Eck, Minneapolis; Ashinger, Omaha; Munger, Detroit; Van Horn, Denver; Hollingsworth, Russiaville, Ind.; W. L. Sheriff, California, Mo.; Belcour and Morris, St. Louis, an unknown, supposed to be entered by the Overman Wheel Co., and John Brooks, of Blossburg, Pa., who will ride a Star.

Whittaker, Rhodes, Neilson, Stone, McCurdy, Frazier and Brooks are at Clarksville with their trainers. Altogether the outlook for the race is most promising, and an astonishing performance will doubtless be credited to the winner.

EIGHTH ANNUAL LEAGUE MEET.

ST. LOUIS, May 20 and 21.

COMMITTEE CHAIRMEN.

W. M. Brewster, Chairman, 309 Olive Street.
L. J. Berger, Secretary, 1901 Oregon Avenue.
TRANSPORTATION.—B. B. Ayers, 212 Clark Street, Chicago.

RECEPTION.—Edw. Sells, 105 N. Second Street.
ENTERTAINMENT.—G. W. Boswell, 416 N. Second Street.

PARADE.—Prof. C. H. Stone, 310 N. Eleventh Street.
RUNS AND TOURS.—L. J. Berger, 1901 Oregon Avenue.

BANQUET.—Dr. H. H. Keith, 2248 Washington Avenue.

FINANCE.—J. E. Smith, Simmons Hardware Company.
PROGRAMME.—A. K. Stewart, care of *Spectator*.
PRESS.—W. E. Hicks, care of *Post-Dispatch*.

RECEPTION.

Visitors to the League Meet will be met at the Union Depot, and the steamers by the Reception Committee. Wheels will be stored on ground floor of Exposition Building, on St Charles Street. League headquarters, Lindell Hotel; committee and register in room twenty-two. Excellent ac-

commodations, on European plan, may be had at Hotel Barnum, opposite the Lindell Hotel.

ENTERTAINMENT.

Friday, May 20th.—Excursion down Mississippi River on steamer Chas. P. Chouteau, which leaves wharf at 4 P. M. View of bridge will be had, also of the Carondelet Bluffs, famous for their handsome residences. On the return trip fireworks will be displayed from these bluffs. Steamer will stop at Montesano Springs to meet the tourists from St. Louis and DeSoto. Supper will be served on board. Music, excursion and supper free to wheelmen.

Saturday, parade, starting at 10 A. M. from Twentieth and Locust Streets, winding up at Forest Park for photograph and picnic lunch. Officers: Grand Marshal, Dr. N. Malon Beckwith, with twelve aids. Bugler, Edwin Oliver.

TOURS AND RUNS.

DeSoto.—On Friday morning a train, leaving the Union Depot at 8:15 o'clock, will be taken, arriving at DeSoto at 10 o'clock. In parties of ten a seventy cent rate is made. The famous hills lying between DeSoto and Bulltown will be crossed at a leisurely pace, dining at the latter town; thence North toward the city to Kinmswick Hill and across to Montesano Springs, joining the boat excursionists there. Distance, twenty-five miles.

Ballwin.—A run will be made to Ballwin, leaving the Missouri club-house at 8:30 A. M. The Manchester pike is well-known for its beauty and delightful coasts, and those taking the run can return in ample time for the excursion. Dinner at Ballwin. Distance, forty miles round trip.

Montesano.—Leaving the Missouri club-house at 1 P. M., this run leads down the DeSoto road and over to Montesano, embracing about five miles of natural road, and furnishing ample but safe coasting facilities. Return to St. Louis with boat excursionists. Distance, twenty-five miles.

Regular runs are not called for Saturday morning by reason of the parade, and the general park tours will fill the afternoon hours. However, those desiring private excursions in any direction will be provided with guides.

The banquet will be held at the Lindell Hotel on Saturday evening.

The Board of Officers' meeting will be held in the entertainment hall of the Exposition Building on Friday at 9 A. M. The general meeting will follow the officers' meeting.

THE BILL PASSES.

EDITOR OF THE WHEEL: The wheelmen's "bill of rights" was considered by the Senate in "committee of the whole" on Tuesday night. Senator Pitts moved that the committee report the bill favorably and recommend its passage. Senators Daly and Dunham, the special opponents of the bill were absent, and the motion was carried without debate. A few minutes later the bill again came before the Senate, upon the question of its third reading, and final passage. Senators Daly and Dunham were now in their seats, and the former moved to amend the second section of the bill so as to exclude Central Park from its provisions. He made a vigorous speech, declaring bicycles to be "a nuisance," and stated that he was informed by the New York Park Board that more accidents had occurred in the Park from the use of bicycles than from all other causes combined; that horses had run away and people had been killed by these accidents, and that to admit bicycles to Central Park would be to inaugurate an era of pestilence and annihilation. He earnestly hoped the Senate would adopt his proposed amendment. His remarks were followed by vigorous speeches from Senators Pitts, Fassett, Raines, Pierce and Comstock, all of whom spoke against the amendment. Senator Pitts, in the course of his remarks, said he was sure that if the Senator from the seventh (Daly) would only forsake his present lonesome condition, marry a wife and buy a bicycle, his view of Central Park and of life generally would be less harrowing. Senator Comstock sent to the clerk's desk, letters from some of the New York Park authorities, commending the bill and declaring in favor of the rights of wheelmen to the Park driveways. These were read by the clerk. Senators Coggshall and McMillan, both strong champions on the bill, were unavoidably absent. The bill passed without amendment—only two votes in the negative, viz., Senators Daly and Dunham.

ISAAC B. POTTER.

HOW TO TRAIN FOR CYCLE RACING.

BY G. LACY HILLIER.

Our Editor has doubtless disposed of the dietetic portion of training, and I merely have to offer a few remarks on the practical work to be done on the machine itself. Before doing so, however, I should like to say that that venerable proverb; "What is one man's meat is another man's poison," applies most emphatically to training. The work which precisely suits one man will, perhaps, go a long way towards killing another. If a man is gifted with a good digestion, and is thoroughly sound, from a "veterinary" point of view, he can stand the very hardest training. In my own case (for personal experiences, though egotistical, are at least reliable), I was enabled by exceptional digestive powers to undergo very severe work in the early part of 1881, reducing my weight from 12st. 8lb to 10st. 1lb. When I touched that point I was necessarily "fine drawn," but being able to assimilate with rapidity and comfort an almost unlimited diet of mutton, vegetables, beer, and port wine, I laid on weight, whilst still doing a great deal of active practice. To put the matter as concisely as possible, it is necessary to practice as often as possible, and yet to keep sufficient bodily power to stand the strain of the ultimate contest. In other words, to race and ride continuously without getting stale. Staleness may be temporary, in which case it is merely weariness; or it may be continuous, in which it is an absolute failure of bodily resources. The fire burns out, and the engine ceases to go. The man with good digestive powers feeds the fire, whilst the weaker man (in that respect) fails to do so, "falls off," "goes stale," and gets "overtrained." Thus, when a man is training, it is necessary for him (or his trainer) to note very carefully the course of his work and his appearance at the finish. No man can do well if his work is too much for him, and short, sharp bursts which fetch out all his pace without exhaustion are most suitable. In cycle racing, pace, and especially pace for a short distance, is the greatest necessity. Judgment, coolness, training, and pluck are all required to make a flyer, but unless, in somewhat paradoxical phrase, a man can move his legs fast, enough he will never develop first-class form. Moreover, the man who can move his legs fast suffers less exhaustion in the course of a long, and comparatively slowly ridden race, and has always the necessary "bit up his sleeve" at the finish in consequence. Thus, as the actual race can only display our man's judgment and courage, all his efforts in training should be devoted to the acquirement of pace. We will suppose the cyclist to have rubbed off by means of road-riding, hard tricycling, plenty of toe-and-heel walking, and an occasional half-mile run in flannels most of the absolutely superfluous adipose tissue, and to have got between a few pounds (more or less, according to the style of the subject) of his "racing weight," he should locate himself within "measurable distance" of the best and fastest track available, and, if his means allow it, obtain a good trainer; failing this, some handy lad should be engaged to carry out the necessary "rubbing down" process. About an hour and a-half after the morning meal let the rider repair to the track and walk slowly a couple of laps (half a mile or so), finishing with a slow run for the last 200 yards. Let him then strip and rub the thighs and legs well with a towel, not too rough; then putting on a woolen sweater and a pair of woolen pants let him spend from half an hour to an hour paddling round the track at say a 14 or 15 miles an hour gait, putting in every third or fourth mile a smart spurt for a couple of hundred yards or so, and finishing with a good burst for nearly a full lap. Never start spurring when wanting wind, and ride easily between the spurts; only spurt three or four times in all. Get plenty of wind for the final burst, start from a given point some 250 to 300 yards from the winning post and ride out every yard of it. Then slip into the dressing room out of the draught, and sit still in the flannels for a few minutes, when the perspiration will come freely out. Now you get your man to rub you down. You will want two towels, not over hard (the idea that rubbing a man's skin off with a towel like a slab of sandstone is training him is exploded); get rubbed down all over, and then get your attendant to keep up a gentle friction until the skin feels quite dry. Most attendants hurry too much. A quarter of an hour or more is frequently necessary to get a man dry, and the second perspiration with many is heavier than the first; it comes at a shorter or longer interval, and

unless thoroughly dried off leads to colds. The morning's work through, our training man must go home to his dinner, and "take it easy." If a swimmer he may now and then indulge in a short swim, preferably in an open air bath; he may go for a walk, or lay about in the sun, reading, fishing, or otherwise amusing himself. After tea, in the cool of the evening, an hour or two after his meal, let him once again visit the path, this time for the most serious work of the day. The costume should consist of light racing pants and vests, and "spurring" be the order of the day. It is now that the assistance of a competent watch holder and a fast man to race against, are most valuable. This latter is almost a *sine qua non*, but if not obtainable, starts must be given to anyone on the path, and efforts made to overhaul them. This is not nearly so good, however, as the "stable companionship" of a really good sprinter, who even, if not good enough to run the whole distance, will "take the rider on" for the last thirty or forty yards. At first a mark should be placed, say 150 yards from the winning post, and the rider, taking a flying start, should spurt "all out" to the post; then easing up he should "completely regain his breath by paddling quietly round the track, and then repeat the spurt, getting a lead over the distance, if possible. Spurt about half a dozen times in an evening, and then, if still feeling fresh, go half a mile at a good pace, and then get a very complete and careful rub down, wrap up in flannels and go home.—*Irish Athletic and Cycling News.*

ANKLE ACTION.

A POINT FOR RACING MEN.

From the "Cycling" volume of the Badminton Series, written by Lord Bury and G. Lacy Hillier, we take the following instructions:—"Seated either on a bicycle, slung so that the wheel may revolve, or upon a home trainer, the beginner should raise the pedal to its highest point, and then, steadying the wheel with the brake, place his foot upon the pedal, carefully fitting the slots in his shoes into their places, and seeing in any case that the foot is straight. Then using the thigh muscle for the most part, let him thrust the foot (and pedal) forward in a horizontal direction; in fact, a sort of sharp, forward kick, having the heel dropped as low as possible, the toes well up, and the foot firmly set on the pedal, which will be at an angle. This should be practised carefully with the brake slightly on, and for this purpose, though a bicycle can be used, a tricycle will be found much handier, if no home-trainer of the West Bromwich pattern is available, as the brake can be put slightly on by means of a piece of string or a strap to the lever, tied to any convenient point, and the novice can spend a few minutes daily practising this exercise: in carrying out which programme the left foot should at first be used more than the right. As soon as the usual awkwardness of the ankle-joint has been worked off this action will be found remarkably effective in starting the machine; after a time the ankle muscles, and those of the calf will become stronger, and a sharp straightening of the ankle, as the pedal passes through segments 1 and 2, will materially aid the propulsion of the machine. This straightening of the ankle will be continued until the foot is brought into a position at right angles to the leg, the muscular effort of which should now have by equal gradation become directly downwards. The pedal will now assume a horizontal position, and the power of the leg with the weight of the body and the pull of the arms will all be exerted to force it downwards—at this point the crank throw is in the most effective position and the hardest work is put in. When the pedal begins to follow a backward course, the ankle action becomes of the greatest value. The toe is gradually dropped, and the heel raised as the pedal gets nearer and nearer to the lowest point, the action having at length reached the backward or "clawing" stage. To secure the full advantage of ankle work, this "clawing" action must be very carefully practised; the toes should be sharply pressed upon the sole of the shoe, as if they were trying to grasp something, whilst the ankle should be straightened as much as possible, the foot being almost in a line with the leg, the calf muscles being strongly retracted, and the backward pull (which of course requires fitted shoes) can be made practically effective through segment 5, and also of service well into segment 6. The ineffective portion which exists on either side is soon reduced to a very small part of the circle, for as soon as segment 7 is entered upon the heel should be sharply

dropped, and an upward and forward kick or thrust, as described in the directions for the first position, will lift the pedal forwards and upwards through segment 8, when, of course, the whole series of actions will be repeated."

As the rider gets more fully into condition the length of the spurt may be increased, though let the man be ever so good, he should never, in practice, do more than a 400 yards spurt, and may with advantage, where he can go the quarters "all out," confine his spurts to 250 yards, laying it in as thick as ever he can, and always trying to go faster still. By such work as this, pace, and pace only, will be obtained, and rapid pedalling acquired. This work will not improve a man's staying powers, but "staying" is not learnt on the path. The faster a man becomes, the better will he be able to "stay" in a long race, whilst, of course, for short races pace is the great desideratum.

Of course the above sketches are what may be called "awfully stiff training"; but if a man can stand it, he will be all the better for it. None but a sound, healthy man could; so, in the case of men not up to the highest physical standard, the regime must be modified to suit their capabilities. The moral of it all is, get as much fast work as possible for the physical waste. Minor tips:—Have your racing shoes to fit across instep and heel, and wide in the toe and front part; wear soft woolen socks; have slits to correspond with the pedal bars, or some kindred idea to keep the foot from slipping, have a comfortable saddle, and always make an alteration in any particular not exactly suitable, however slight it may seem. Ride a machine 1 inch to 2 inches inside your full stretch and use long cranks, as such conditions favor rapid spurring. Cultivate good form on the road and when easing in practice, but don't waste a thought on it when you are "in a hurry." About twice a week, have ankles, knees, calves, thighs, and small of back, well rubbed with Elluman's (cattle) Embrocation, which I used continually, and most thoroughly believe in; and finally, leave off when you've had enough—never go on practicing, as some do, when giddiness, lassitude, and sleeplessness warn them that the sword is too sharp for the scabbard, that the spirit, indeed, is willing, but the flesh is weak.

Many men cannot afford to give up nearly their whole time to training, and under such circumstances the above rules must be modified to suit their convenience. First, some of the superfluous fat must be got rid of. To do this, hard work is necessary. Rising early, our rider must get a slice of bread and butter, and a drop of tea or coffee, and then, if possible, repair to the track, putting on a thick sweater and flannel pants. He should pile it on around the track at such a pace as to induce perspiration. After twenty minutes or so of such exercise, he should slip into the dressing room, and, sitting down, await the full flow of the perspiration. After a good rub down, allowing plenty of time to get thoroughly dried, he should go home to breakfast and attend business. About one o'clock, or a little later, a good meal, consisting preferably of steak or mutton, with a little vegetable, stale bread and bitter beer, should be obtained; and, on leaving business, a cup of tea or coffee, with an egg and bread and butter should be taken. Then, between six and seven in the evening, he should once again betake himself to the track, and put in a good deal of short, sharp spurring; and anyone undergoing such partial training must diet little, confining himself to ordinary diet, avoiding pastry and cheese, and be very moderate in his drinking. I don't believe in a training man "starving himself with thirst," any more than I believe in his starving for food, but at the same time he must, at the commencement of his work, fight against the terrific thirst which comes on him; holding the wrists in cold water, and washing the mouth out, are very useful in such cases, and when once the opening "thirst fever" has passed, with a little caution, the training man can easily avoid over indulgence in this respect. In this style of work, increase of weight, "being on the big side," or "puffiness" is the bugbear, and the morning's work should be devoted zealously to pulling off the weight, and, when once off, to keeping within measurable distance of "fitness." The evenings, on the other hand, should be wholly devoted to pace.

It may perhaps occur that it may not be possible to get on the track before breakfast, in which case a morning ride must be taken on the road; for this purpose I much prefer tricycle work, and an hour on the road on the tricycle, especially if one or two stiff gradients be included, will rapidly reduce

the superfluous fat. Finally, when raining is undertaken, it should be remembered, that a little regular work is infinitely preferable to a lot of work irregularly done, and that if no time but the evening half-hour be obtainable, it is better to practise for pace, and trust to that work to pull the weight off.

Some men are so spare in habit as to be well down to weight, and such men frequently do well when partially trained, yet when they give up training and begin full work they rapidly deteriorate, simply because they have not "stuff" enough to fall back on; whilst many a fleshy man never shows what he really can do, until a long tour and some hard physical work have pulled him down to a reasonably fit state.—*Irish Cyclist and Athlete*.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wine and Spirit Review* writes: "Probably the most remarkable record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which, by our friend, Mr. A. B. Hart, during the past year, have amounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

* * *

The Long Island Wheelmen's Club house is almost ready for roofing. It has been put up in a marvellously short space of time, and the builder, Mr. Brown, 1534 Fulton avenue, Brooklyn, is entitled to much credit for his promptness. Mr. Brown's estimate was selected out of over a score of bids, by the building committee. The club house, when completed, will be one of the most artistic buildings in Brooklyn, and will favorably compare with any bicycle club house building in America. We advise clubs needing alterations or new headquarters to communicate with the builder of the Long Island Wheelmen's club house.

Great support is given wheelmen and tennis men by the Carpenter suspender. It has many qualities not found in ordinary suspenders, and one trial will give a man a permanent bias for this suspender.

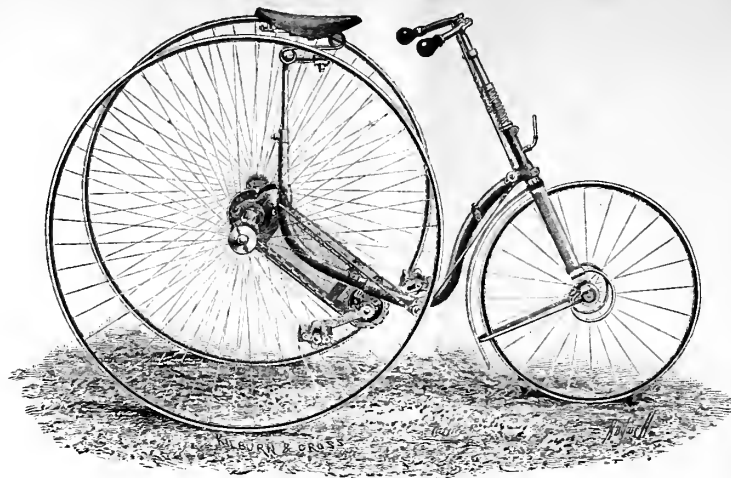
Messrs. Schwalbach and Willdig advance the following claims for their wheelmen's headquarters, which have been newly fitted up, and are now equal to any bicycle salesrooms in the country. Close to Prospect Park, only twenty minutes from the bridge; very large stock of second-hand wheels and sundries. Fine line of tennis goods; wheels to let; storage and locker room; very successful bicycle instructor, finely enamelled; and last but not least, sole Brooklyn agency for "The Wheel of Perfection," the New Mail.

The Extra Special or Light Roadster Facile is having a great run in England, and with its extra large number of hollow parts and its eighteen rows of ball bearings [including the celebrated "Abingdon" ball head] is a beautiful example of cycle construction. The Geared Facile is slightly delayed by some necessary alterations in the special axle, but it will be on hand soon and then those who want the fastest thing that ever run on rubber tires can be suited. The Facile tricycle offers the inducement of remarkable lightness, nothing approaching it in this respect in the three-wheeler line having been yet produced; ladies who do not care to move 25 lbs or so of weight which can be spared will be interested in this feature, as also in the lever driving.

If you need lubricating oil or liquid enamel, try the Facile Oil and Enamel, both of which have been on market several years, with the unanimous approval of all who have used them and with constantly increasing sales.

The Zylonite collars and cuffs have jumped into great favor, because they look as well as fine linen wear, yet they can be easily rubbed up and worn for an indefinite period. They are in especial favor in summer, and besides are valuable to touring wheelmen, as they can be rubbed clean with the handkerchief, and thus enable him to be presentable at the stopping places. Every wheel agency should keep them on sale.

The Star boom which Brooklyn is experiencing just now, is being looked after by Mr. Harry J. Hall, Jr, on Bedford Ave. Many prominent men are now riding Stars. Mr. Hall also repairs and sells new and second-hand wheels of all makes.



COLUMBIA LIGHT ROADSTER TRICYCLE.

Price with "Double-Grip" Ball Pedals, \$165. Price, with "Double-Grip" Parallel Pedals, \$160.

BRIEF.—Two 48 inch driving and 24 inch front steering-wheel. Endless moulded pure rubber tires, $\frac{3}{8}$ -inch to drivers, $\frac{3}{4}$ -inch to steerer. $\frac{3}{4}$ -inch seamless-steel hollow felloes. 40 and 24 double-butted direct spokes, No. 11 $\frac{1}{2}$ wire. Double axle, of seamless tubular-steel, with side balance-gear. Tubular front fork, Copeland socket steering-head, and adjustable automatic handle-bar steering. Hollow curved handle-bars, adjustable for height. Vulcanite handles. Adjustable L seat rod. Cradle Spring. Adjustable long-distance saddle. Central crank and chain driving gear. Wallace patent sprocket-wheels. Ewart patent forged-steel detachable-link chain. Detachable Cranks. Columbia "double-grip" rubber ball pedals. Columbia adjustable ball-bearings all around. Foot rests. Lantern bracket. Wire dress-guard. Tool-bag, with oil-can, screw-driver and monkey-wrench. Width of track, 31 $\frac{3}{4}$ inches; total width, 37 $\frac{1}{2}$ inches. Gear, 47. Weight 70 lbs. Finish, enamel with nicked tips.

The Columbia Light Roadster Tricycle has been designed with a view of embodying general principles which have already proved successful in all respects, and in the direction of which the public demand is turning, so combined as to afford the most satisfactory results, modified in such ways as use and experience have shown to be necessary; and we have perfected the model by adding our own ideas and specially devised details. By adherence to various well-established principles, we are able to offer a machine of simple and durable construction, lighter than most that have gone into successful road use, yet not so light but that it will afford good service for years, for long or short tours, for any rider who is willing to give serious consideration to the respects in which a high-grade tricycle differs from an ordinary road vehicle. The handle-bar steering type affords an economy of weight without a proportional sacrifice of strength, and, by the arrangement of the driving and steering parts, a more complete and ready control over the machine by the rider than is to be found in other patterns. The means of adjustment are such as to admit of a perfectly upright and natural position, practically the same as that upon a bicycle, with all the advantages to a rider arising therefrom.

The axle, than which no part of the tricycle is more important, has been made with a careful consideration of all the strains to which it is liable. It consists of a strong tubular axle carrying the wheels, and an outer axle taking three bearings upon the inner section and having its connection with the latter, and with the driving wheels, through the balance-gear at the left side. The bearings between the axles are so made and placed as to add much strength to the whole.

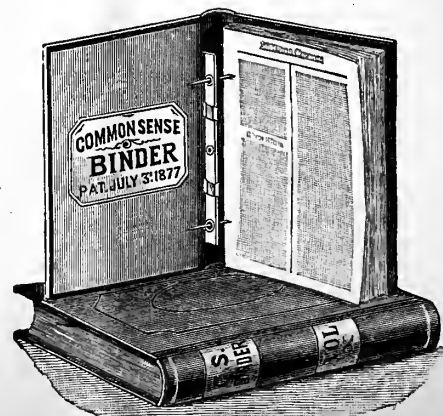
Upon the outer section the upper sprocket-wheel and the brake-drum are firmly pinned and brazed, and on either side of these, at such a distance apart as to afford the greatest strength and to remove the danger of springing of the axle, either by jars caused by the driving-wheels coming in contact with obstructions, or, on the other hand, by the heavy strain of the chain, are the bearings in which the axle turns, and through which it has its connection with the main frame of the tricycle. We use but two main-frame bearings, for the sake of simplicity; they present no difficulty of alignment, a very ready and ample adjustment, and will be found satisfactory in every respect, as our Columbia bearings always are.

The wheels are made with spokes enlarged at both ends, headed at the felloe, and screwing directly into the hub-flange. For extra stiffness we use our well-known hollow felloe, made of the best cold-drawn seamless steel-tubing, and the tires are of pure rubber and securely cemented in.

The central loop of the frame is of one continuous piece of tubing, passing vertically upward through the main frame bracket, and tapered to receive the adjustable seat-rod. At the front it presents the Copeland patent socket steering-head in which the tubular steering-spindle turns, with a cam shoulder at the lower end to automatically retain the steering-wheel in a straight position, and a neat ball-bearing and a spiral spring above, affording an even and adjustable tension. This spindle is firmly fixed to the tubular front fork, and at the top receives the straight arm of the handle-bar, which is adjustable up and down in it.

Strong spiral springs at the fork ends, and carrying the steering-wheel, serve to effectively take up the vibration which has in some cases been a source of complaint in this type of machine.

The driving-gear is similar to that which has proved so valuable a feature in others of our machines, with the Wallace interchangeable sprocket-wheel, and our admirable Ewart forged-steel detachable-link chain. The lower sprocket-wheel is carried upon the central loop by a strong bracket, the position of which may be adjusted when so desired, to change the direction of the rider's thrust upon the pedals.



NEW ORLEANS NOTES.

The projected run to Baton Rouge failed to come off on the 7th inst., as was anticipated, and it is doubtful now whether any sort of a crowd can be again gotten together to attempt it. A M. Hill, Bob Abbott, Chas. Fairchild and two or three others have, however, given it out as their intention to "do it or die," before the leaves begin to turn, and Fairchild, it is said, will attempt to establish a Southern record when he makes his try.

Messrs. Hill, Fairchild, Fenner, C. H., and Guedry made the run to Shell Beach last Sunday in something close to five hours. This ride takes one over 34 miles of as tough a road as will be found anywhere in these parts, and the boys arrived home via train, pretty well "broken up."

A fair likeness of the jovial looking phiz of our new Chief Consul, Harry H. Hodgson, illuminated a recent edition of the *Daily Picayune*.

Col. E. C. Fenner, the enterprising agent of Gormully & Jeffery, in this city, last week sold to parties in Opelousas, this State, nine American Challenge bicycles, and now we are waiting for notice of the formation of a club there.

The first Light Champion wheel arrived here yesterday, and "Oliveria" is happy. The wheel itself is a beauty, and will doubtless prove popular hereabouts with the advocates of light wheels. The G. & J. wheels are all great favorites here, the sales outnumbering those of all other makes combined, two to one.

C. B. Guillotte, captain of the N. O. B. C., has, by the advice of his physician, temporarily given up the wheel. Heart disease is the trouble and absolute rest is required.

THE WHEEL was unintentionally the cause of two of our shining lights receiving a *billet doux* apiece from the Racing Board. My recent remarks regarding Messrs Hill and Hughes, the Pope Co.'s agents here, caught the watchful eye of Chairman Bassett, and a string of questions were mailed both of the gentlemen for answers which I believe were satisfactorily replied to. Hill and Hughes are all right on the amateur question and will make things hum at the next

race meet, for now that Charlie Guillotte is on the shelf for awhile, it looks as if they will have things pretty much their own way, unless the conventional dark horse should turn up.

The regular meeting of the N. O. B. C. was held last night (May 11th), and action taken on the motion to amend to their constitution, so as to make League membership no longer compulsory. After much wrangling the motion was voted down (one vote deciding it), and the club will now remain in the L. A. W. This decision will swell the Division's membership to a sufficient number to entitle us to a representative.

Chief Consul Hodgson leaves next week for St. Louis, to represent this section in the annual confab.

The success and interest attendant on the inter-club-team road races in the North, leads me to think that were such an organization to be effected among the cycling clubs of the South it would lead to good results. Memphis and Nashville, Tenn., Columbus, Macon and Atlanta, Ga., Birmingham, Montgomery and Eufaula, Ala., Dallas, Tex., Fernandina, Fla., Little Rock, Ark., and New Orleans, all have cycle clubs, and it seems to me that with a little effort, most of them could be induced to enter into an Inter-Club-Team Road Racing Association, surely each of the clubs named could send two, three or four men, as may be decided on, to represent their different sections. The race might be an annual or semi annual event, and each time should occur in one of the cities represented in the association. This latter plan would give each club a showing on their own grounds, and not cause the event to lose public interest by continued repetition, as would be the case if confined to one place. The prize might be a cup, with individual medals to the first and second men, but these and all other details can easily be arranged if the organization is perfected.—*Cor. Bicycle South.*

What do THE WHEEL's correspondents in the places named say to this? Does the sentiment favor such an organization? Let us have the benefit of your views on the subject, ye Southern scribblers, and perhaps the Association may not end in a mere suggestion.

In my last communication the types made me say that "Fairchild's road map now adorns the dull parlors." If the typo who made that "break" should chance to stroll down this way and drop into the club house, the plush upholstered furniture, the Brussels (?) carpet, and the many colored globes on the chandeliers would soon convince him that the parlors are anything but dull. "Club parlors" is how I "writ" it. Will be up to see you this summer Mr. Printer, and take soda water at your expense.

First black eye for the road hog in New Orleans. On April 30th, while on riding to his place of business, Mr. W. W. Crane, of the N. O. B. C., was run into by a wagon driven by a careless or smart Aleck negro, resulting in a badly damaged wheel and a narrow escape for the rider. As fate would have it, the negro chanced to be driving up on the left side of the avenue, when he should have been on the right, and in consequence of this violation of the city ordinance, he was arrested and fined \$5 as a penalty for his morning's frolic. Mr. Crane also entered a suit for damages to the extent of some \$20. (the cost of repairs to his wheel), and at last accounts, Mister Nigger's Lawyer was endeavoring to effect a compromise.

Prince Wells, the trick rider, is again in the city, filling a second engagement with the Dime Museum. While here, he contemplates riding a unicycle from the Museum to West End, a distance of about four and a half miles. B1.

EAST HARTFORD NOTES.

The East Hartford Wheel Club has elected the following officers for the ensuing year: President, L. S. Forbes; Captain, H. E. Bidwell; 1st Lieutenant, E. E. Arnold; 2nd Lieutenant, E. S. Horton; Secretary, H. D. Olmsted; Treasurer, Wm. K. Ackley.

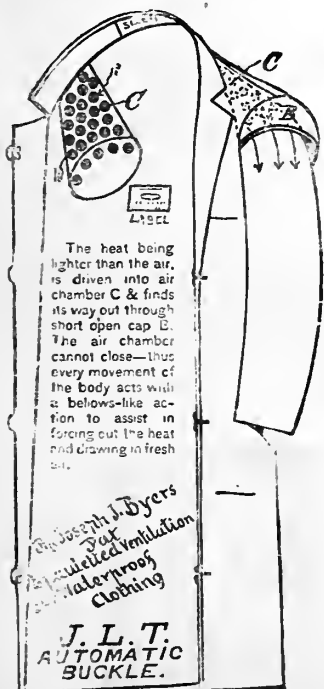
The Spring race meeting of this club occurs June 4th. An excellent programme has been prepared, and the prizes will be worth winning. The half-mile handicap, in heats, only the winner of each trial heat to start in the final, with valuable prizes for all who ride in the latter, will be among the attractions. Come and win a prize. SEC.

May 10, '87.

JOSEPH J. BYERS' Patent Epauletted Ventilation.

THE ONLY RAINPROOF COAT THAT CAN BE WORN BY A BICYCLIST, AND WITHOUT EMBARRASSMENT, IS THE "VENTILATOR," RECOMMENDED BY MR. GLADSTONE.

A wearer of a waterproof with the Joseph J. Byers Patent Epauletted Ventilation, even if he exerted himself to perspiration could not fill the garment with heated air. The heat emanating from the body must pass quickly away through the perforations,—could not be made to accumulate and condense, because the perforations made for their escape are placed so high up in the garment as to leave no lodgment for warm air.

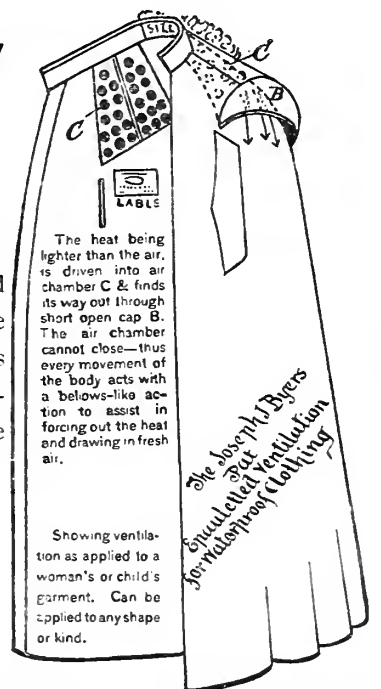


The heat being lighter than the air, is driven into air chamber C & finds its way out through short open cap E. The air chamber cannot close—thus every movement of the body acts with a bellows-like action to assist in forcing out the heat and drawing in fresh air.

Joseph J. Byers' Patent Epauletted Ventilation. J. L. T. AUTOMATIC BUCKLE.



A Facsimile of this Label to be found on every garment.



The heat being lighter than the air, is driven into air chamber C & finds its way out through short open cap E. The air chamber cannot close—thus every movement of the body acts with a bellows-like action to assist in forcing out the heat and drawing in fresh air.

Showing ventilation as applied to a woman's or child's garment. Can be applied to any shape or kind.

Joseph J. Byers' Patent Epauletted Ventilation. For Waterproof Clothing.

RUBBER RIDING COATS SPECIALLY MADE FOR BICYCLISTS MAY BE PURCHASED OF ALL LEADING DEALERS WITH THE JOSEPH J. BYERS PATENT EPAULETTED VENTILATION.

THE BALANCE MUST GO THIS TIME!

ALL FINE IMPORTED WHEELS.

The Spalding Bicycle,

PRICE \$100.00.

Original Price \$135.00.

Made by Hillman, Herbert & Cooper. A thoroughly first-class Wheel. From our previous special sale there were only a few left. State size wanted.

THE "KANGAROO,"

PRICE \$90.00.

Original Price \$130.00.

The Original, and to-day the Most Perfect Safety. We have very few left, which we will sell at this low price. Three second-hand "Kangaroos" at \$75.00 each.

Humber & Co. Tricycles.

Three Crippers and two Tandems. The last chance to obtain these fine Wheels at a great reduction.

We carry a full line of the BEST AMERICAN WHEELS.

Write for Catalogue.

VICTOR BICYCLES AND TRICYCLES,

A. G. SPALDING & BROTHERS,

241 Broadway, New York City.

IMPORTANT ANNOUNCEMENT FROM GORMULLY & JEFFERY MFG. CO. TO THEIR AGENTS AND FRIENDS.

It is pretty well known to the cycling public generally that a combination of Eastern manufacturers has been formed to injure the business of several manufacturers in this country, one of whom is the undersigned. In communicating a few facts to our interested friends, we wish it distinctly understood, that we do so with no intent to influence public sentiment in our behalf, as we believe ourselves perfectly competent to fight our own legal battles without calling upon the public for assistance. But the emissaries and travellers of some of the members of this combination, whose business it seems is to call upon our agents, endeavor by gross misrepresentation, deliberate falsehood, and threats of stopping their business peremptorily, knowing that neither they nor their employers have the ability or legal right to accomplish this result, these emissaries by such methods endeavor to frighten our agents into refusing to handle our wheels. Our travellers having been withdrawn from the road at present, we take this method of notifying our agents, friends and any individual contemplating the purchase of one of our cycles, that we are prepared to fight every suit brought against them on our account, entirely at our own expense, and will hold anyone who may be so annoyed, entirely harmless. It might be well to remark here that no suits of this character have been brought, up to the issue of this paper. Another favorite falsehood with these people is that we are selling no wheels, although they know full well that since this litigation has arisen, we have more than doubled our capacity, and still at no period since the opening of the riding season have we been able to catch up with our orders. Still another favorite falsehood with these minions of the aforesaid combination is that our bicycles and tricycles are made of inferior material. To this we answer that all our productions are warranted and guaranteed, and it is only necessary for the customer to examine into our financial status to satisfy himself that there is no occasion for misgiving on that point. The falsehoods of these hirelings generally take the color of the three foregoing, but whatever is claimed by them, we wish our friends to feel perfectly tranquil in the knowledge that we have the power and will protect them in every instance.

Respectfully submitted,
GORMULLY & JEFFERY MFG. CO.
R. PHILIP GORMULLY, Pres't.

Adv.

THE BUSY WORLD.

The *Bicycling World*, replying to a paragraph in the *Boston Globe* about Lacy Hillier, says, "Imagine Lacy on an American machine—why, my lad, it wouldn't hold him." Well, perhaps the *World* won't believe it, but we have seen G. L. H. on a Yankee mount, and it *did* hold him. It was Golder's "Victor" (Overman Wheel Co.), and the ex-champion made it skip to such a tune we couldn't hold on to the back wheel.—*The Cyclist*.

Messrs. Gormully and Jeffery have an interesting communication to their friends, agents and patrons in our advertising columns.

Messrs. A. G. Spaulding and Bros. are now making a specialty of club uniforms. The Ixion's look very swell in the new uniforms made for them by this firm.

They must be sold at once, is what A. G. Spaulding and Bros., announce of their stock of bicycles and tricycles. A good chance to obtain a cheap and good wheel is offered at this special sale.

For rubbing the muscles and joints, to prevent stiffness and soreness after severe exercise, use Sackett's Witch Hazel. Many athletes will attest to its value. Although a stick of this famous plant was used by our great-grandfathers to locate springs of pure water, yet its witchery does not end here. It is a great favorite with wheelmen. It is sold in pints, quarts, etc., by the Steves Mfg. Co., 12 Warren street.

Messrs. Rogers, Peet & Co. are too well known to require any introduction from us; but the fact that they have added a sporting goods department to their business cannot fail to be of interest to wheelmen. Their unique advertisement tells what they are doing, and all we can do is ask wheelmen, tennis players and athletes to call upon them. Of course they carry a general line of men's outfittings, which are in great demand by New Yorkers.

The following testimonials have been received by the Gormully and Jeffery Mfg. Co.:

CHICAGO, April 27, 1887,

GENTLEMEN:—I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a Light Roadster, which cost me \$140, cannot be spoken of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine.

Yours truly,
R. H. EHLERT.

INDIANAPOLIS, IND., April 30, 1887.

GORMULLY & JEFFERY MANUFACTURING Co.,

GENTLEMEN:—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cyclor it is a case of "love at first sight." There will be many more here to keep it company before long.

Yours truly,
GEORGE S. DARROW.
Editor *Wheelmen's Record*.

B. W. DINSMORE & CO.

Printers and Publishers.

12 FRANKFORT STREET,
NEW YORK:

PRINTERS OF "THE WHEEL."

HOTEL DIETER,

Fulton St., opposite City Hall, Brooklyn.

SPECIALTIES:

Dinners, Receptions, Ice Cream and Salads.

ROOMS FOR MEETINGS TO RENT.

ICE CREAM BRANCH:

1193 Fulton Street, near Bedford Avenue, Brooklyn.

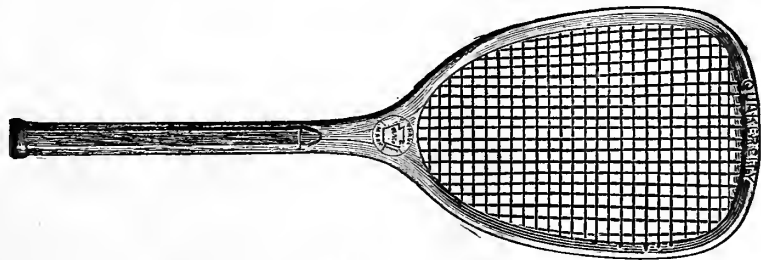
CHANGE OF MANAGEMENT.

The undersigned begs leave to inform the public that he has assumed the management of "Avon Hall," Bedford Ave. and Halsey St., Brooklyn, where everything will hereafter be conducted on first-class principles.

BILLIARDS. POOL. BOWLING.

First-class Wines, Cigars, and everything pertaining to a first-class public house.

M. L. MURPHY,
Proprietor.



The Celebrated Quaker City Racquet, price \$5.50. Sporting Goods of all kinds at Lowest Prices.
W. H. ROBERTSON, 296 BROADWAY, NEW YORK.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always obtain the same.

FREE OF POSTAGE,

by addressing **GEORGE CLEMENT & CO.,** 33 East 22d Street, New York, at the following prices:

Gents' Collars, 20c. 6 for	- - - - -	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	- - - - -	2.30—4.00 "
Ladies' Collars, 15c. 6 "	- - - - -	.85—1.50 "
" Cuffs, 30c. 6 "	- - - - -	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



A BOON FOR WHEELMEN.

A NEW AND REMARKABLY COOL SUMMER HAT.

One of the most unpleasant features of road riding is the heat and oppressiveness of heavy or closely woven head-gear. But the invention, or rather discovery of the new style of hats and helmets, fully described below, will obviate much of the trouble, and wheelmen should hail with joy the introduction of an article which they so sadly need.

The well-known house of D. B. & H. M. Lester, No. 581 Broadway, has introduced a hat to the public which will, beyond doubt, be hailed by both ladies and gentlemen as the much-sought-after but never-before discovered headgear suitable for Spring and Summer wear. Felt hats, as every one knows, retain too much heat to be comfortable, and straw hats offer too many avenues of entrance for the sun's rays to keep the head cool. D. B. & H. M. Lester offer the public a "Bark" hat, and from a very short description of it any one may readily perceive that it is destined to be the great Spring and Summer hat of the future. The bark from which these hats are made is stripped in layers or sheets from a tree growing near the equator in Africa, and in the Arabic tongue is called "El Marahaban Di Targo." This bark is extremely light in weight and is an absolute non-conductor of heat, and can moreover be made into any conceivable shape of hat with as much grace and ease as straw. They were manufactured abroad some time ago but the heavy duty imposed on their importation precluded them from ever coming into general use here. The duty on the raw material is, however, comparatively trivial, and through this shrewd Broadway house this wonderful bark is imported and manufactured into hats here. Although the firm has hardly begun to introduce these "Bark" hats to the public, yet, as one might readily imagine, the factories are being taxed to their full capacity in supplying the demand for the Southern and Western trade. They are made in four shapes—sporting and naval helmets, square and round-crown—D. B. & H. M. Lester originally intended them merely as sporting hats, for one comprehends in a second that for lawn-tennis, yachting boating, fishing, or for those engaged in any outdoor pastime, they are really incomparable. But this was not to be. It was very soon discovered that they could be made quite stylish enough for street wear, and they will be seen during the coming warm weather at every seaside resort and on the heads of all the sensible ladies and gentlemen in the cities. It would be difficult to conceive of a cooler hat than this one manufactured from this African bark. Light, airy, graceful, a non-conductor of heat and affording every opportunity for the breezes and none for the sun to sweep across the head, they are as perfect summer hats as nature and human ingenuity could devise. They are not rendered limp by damp or wet weather, and can be folded up so as to be carried in the pocket, resuming their natural form when desired for wear. D. B. & H. M. Lester are wholesale dealers, supplying jobbers and retail dealers throughout the country. Still the house gladly permits the public to inspect these unique hats in their establishment, and even goes so far as to manufacture them in any desired shape for sporting clubs or other organizations. It does the same for the retail dealer who may desire some style of his own fancy. The display of these "Bark" hats in the windows, No 581 Broadway, is now attracting marked attention from the passing public. They are for sale at the stores of Peck & Snyder, No. 124-128 Nassau street; J. R. Judd & Co., No. 101 and 105 West Thirty-sixth street; M. Block, at No. 124 Fulton street; C. M. A. Ward, 280 Grand street; in Brooklyn, C. M. Jacobson, No. 417 Fulton street; F. Olinger, No. 60 Broadway, E. D.; Greenpoint, W. H. Thorne, No. 213 Manhattan avenue; Trenton, N. J., R. L. Dobbins; Newark, N. J., R. F. Jolly & Co; Paterson, N. J., Albert Jones. They may also be obtained through all sporting-goods dealers throughout the country.

This house, by the way, is not only the sole manufacturer of these "Bark" hats, but also of those "nobby" flannel hats and caps which became so popular last season. Messrs. Lester are now exhibiting some novel and exclusive patterns, which for attractiveness excel those heretofore manufactured. All dealers in bicycling outfitings should have these hats in stock.

*
**

The general use of Special Garments for Athletic Sports, and their high price when made to order, justifies our carrying a considerable stock of them ready made. We now have the following, to which we are frequently adding :

18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROYS, \$5 to \$10. KNICKERBOCKERS TO MATCH, WITH DOUBLE SEATS, \$4 TO \$4.50.

LONG TROUSERS OF SAME GOODS, \$3.50 to \$5.00.

TENNIS BLAZERS IN GREAT VARIETY OF FANCY STRIPES, DOMESTIC AND IMPORTED, \$5, \$6, AND \$7.

TENNIS "SWEATERS," BELTS, CAPS, HATS, SHOES AND HOSE.

JERSEY SHIRTS IN ALL THE COLLEGE COLORS, AND ANY SPECIAL COLOR COMBINATION SUPPLIED.

PRICE LIST MAILED FREE ON REQUEST.

ROGERS, PEET & CO.,
Clothes, Hats and Shoes,

BROADWAY & PRINCE STREET,

BROADWAY & 32d STREET,

NEW YORK.

WE HAVE A FINE LINE OF SECOND-HAND WHEELS, MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging Second-Hand Wheels for New Rapids, New Mails, Quadrants, Sparkbrooks, Stars Victors,
OR ANY OTHER MAKE.



THE NEW RAPID.

WE ARE SOLE AGENTS FOR NEW YORK

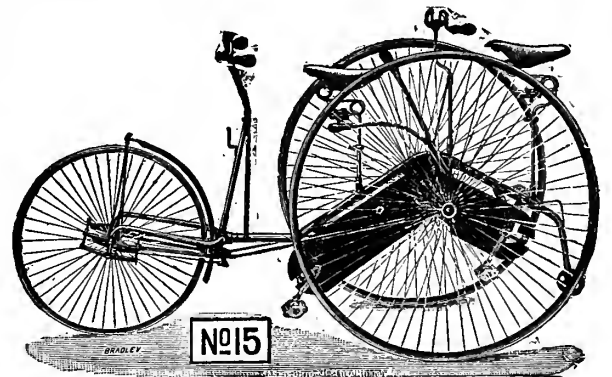
OF THE

New Rapids, Quadrants, and Sparkbrooks.
NEW YORK BICYCLE CO.,

Harlem Branch—Now Open,
124th Street & Seventh Avenue. }

38 Park Place, N. Y.

RENTING. REPAIRING. STORING.



Second-Hand Bicycles, Tricycles, and Tandems.

No.	SIZE.	NAME.	COST.	PRICE.	No.	SIZE.	NAME.	COST.	PRICE.
2	54	Standard Columbia,	\$ 95 00	\$ 62 50	75	48	Columbia Expert,	130 00	80 00
3	52	" "	92 50	55 00	76	52	" "	137 50	95 00
7	55	Columbia Light Roadster,	150 00	110 00	78	54	" "	130 00	110 00
9	35	Invincible Safety,	135 00	80 00	80	44	"Facile,"	130 00	70 00
10	36	Kangaroo Safety,	130 00	75 00	81	52	Premier,	105 00	65 00
13	50	American Rudge,	107 50	75 00	83	55	Royal Mail,	137 50	105 00
19	50	Standard Columbia,	90 00	55 00	1002	52	Expert Columbia,	137 50	100 00
21	46	" "	80 00	42 50	86	54	American Rudge,	115 00	75 00
22	44	" "	77 50	35 00	87	55	Spalding Racer,	140 00	60 00
25	52	" "	105 00	65 00	90	52	Royal Mail,	137 50	85 00
27	55	Rudge Light Roadster,	156 50	95 00	91	50	English,	100 00	40 00
29	52	Expert Columbia,	137 50	100 00	92	54	" "	100 00	40 00
33	50	Club Light Roadster,	142 50	100 00	93		"Otto Tricycle,"	85 00	35 00
37	56	Columbia Expert,	142 50	100 00	94	36	" "	30 00	10 00
42	58	Expert Columbia,	45 00	90 00	95	55	Spalding Semi Racer,	140 00	60 00
47	54	" "	127 50	90 00	96	55	" Racer,	140 00	55 00
48	54	Rudge Light Roadster,	140 00	100 00	97		Humber Tandem,	265 00	185 00
51	52	American Rudge,	112 50	80 00	98		Sparkbrook Humber T'd'm	265 00	200 00
52	50	Club Light Roadster,	142 50	90 00	99		Col. two-track Tricycle,	160 00	110 00
54	56	Expert Columbia,	140 00	105 00	100	51	Special Star,	170 00	125 00
55	52	American Club,	140 00	70 00	101	56	Columbia Expert,	140 00	105 00
57	56	" "	150 00	75 00	102	52	American Challenge,	75 00	55 00
58	54	Expert Columbia,	135 00	80 00	103	55	English,	150 00	50 00
59	52	Standard "	92 50	50 00	106	50	Special Columbia,	120 00	60 00
60	42	" "	95 00	60 00	107	52	Premier,	115 00	55 00
61	56	" "	110 00	60 00	108	48	Expert Columbia,	135 00	100 00
67		Humber Tandem Tricycle	260 00	180 00	109	54	American Club,	170 00	95 00
68		Columbia Tricycle,	160 00	70 00	110	45	Pony Star,	80 00	50 00
71	54	Columbia Expert,	127 50	80 00	111	50	Columbia Standard,	90 00	50 00
74	52	Rudge Light Roadster,	137 50	100 00					

IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write us stating just what you require and about the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of *exchanging wheels*, and are general agents for *all* makes, which we furnish new at catalogue prices.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE CO., 38 PARK PLACE, NEW YORK.

Harlem Branch: 124th Street and Seventh Avenue.

RENTING, REPAIRING AND NICKELING. STORING WHEELS.

BROOKLYN RIDERS ARE DELIGHTED

THAT

❖SCHWALBACH & WILLDIGG❖

HAVE THE FINEST CYCLE HEADQUARTERS IN THE COUNTRY,

AND A

Large Assortment of Wheels.

NEW MAILS; CLUB AND RAPID BICYCLES,

AND

Rapid and Club Tricycles, Tandems
and Safeties.

PROFESSOR RUDD,

THE WELL-KNOWN INSTRUCTOR, CAN TEACH ANYBODY.

SEND FOR CATALOGUE.

COMPETENT MACHINISTS AND DIFFICULT REPAIRS.

❖Examine Our Bargains in Second-Hand Wheels.❖

WHEELS TO LET FOR ROAD USE.

LOCKERS.

STORAGE.

A LARGE ASSORTMENT OF BOYS' BICYCLES.

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, Brooklyn.

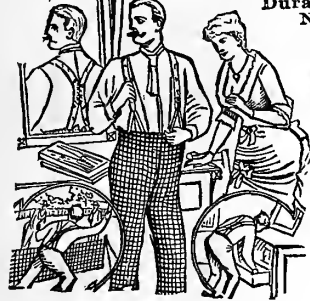
—STAR—
Bicycles. STAR Tricycles.
—STAR—

H. J. HALL, Jr.,
1170½ Bedford Ave.,
BROOKLYN, N. Y.

Large Assortment of New and Second Hand Wheels of all Makes.

REPAIRING QUICKLY DONE.

**CARPENTER'S AUTOMATIC
LACE BACK BRACE.**
New. Novel. Handsome.
Durable.



No Harness.
Comfortable because avoiding all strain on shoulders or trousers.
Round square, or sloping shoulders equally well fitted and no slipping off shoulders. Pat'd in England, France, Canada and U. S.

Samples mailed on receipt of price, 75c., \$1.00 and \$1.50. Ask your dealer for them, or send to C. C. CARPENTER, 557 & 559 Broadway, N. Y.

CAN YOU TAKE THE WINK, OLD BOY?
Keep your wheel in good running order. Your bearings free from dirt. Properly adjusted.

CYCLE BRUSH TOOL

ADJUSTS BEARINGS, TIGHTENS SCREWS, REMOVES DIRT WITHOUT WASHING. Should be in every wheelman's Tool-Box.

125 West 75th St.
G.M. Bernays, Little Rock, Ark.
Florence Mfg. Co.
FLORENCE, MASS.



**BICYCLING.
TENNIS.**

NORMAN & BENNETT,
133 Oliver St., Boston, Mass.
Manufacturers of SPORTING SHOES.
Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

Outing,	\$3.00
Bicycling World,	1.00
The Wheel and Recreation,	1.00
American Wheelman, . . . . .	.50
Wheelmen's Gazette, . . . . .	.50
	\$6 00

Mailed, post-paid, for one year for **\$4.75**

REPAIRS.
REPAIRS.
REPAIRS.

BARTLETT & MACDONALD,

HIRING
LOCKER ROOM
STORAGE.

6th Avenue & 125th St. N. Y.

Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

The Regular pattern of this Old Reliable Bicycle is \$120 to \$125.

The Standard Facile, a GOOD, plain pattern, with balls to front wheel, price \$88 to \$92.



Facile Lubricating OIL—the best—25cts.



The Light Roadster Facile, the easiest running and most elegantly built Bicycle; 18 rows of balls, \$132 to \$137.

Even if you think the Facile "slow," and "simply beastly" in appearance, and if you "wouldn't be found dead on one," you will NOT lose your cycling reputation by reading about it, or even by looking at one.



You can see a Facile, or get a Price List, at

**33 MURRAY STREET,
NEW YORK.**
Mention this paper.

The GEARED Facile, 40-inch. Speeded to 60; NO chain. Positively the FASTEST machine ever built; balls on every wheel, Price \$140.



Facile ENAMEL—well-known and proved to be the best—30cts.



The FACILE Tricycle; neat, light and comfortable; weighs only 46 lbs. Simply superb for ladies. Price \$150.

THIS BEATS ALL!

\$75.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

ALL SIZES.

\$75.

Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:—CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

S. T. CLARK & CO.,

2 and 4 Hanover Street, Baltimore.

Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

DEVLIN & CO.,

BROADWAY AND WARREN STREET,

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

Hudson Co. Wheelmen.
Citizens' Club.
Long Island Wheelmen.
Harlem Wheelmen.
Hudson Bi-Club.

New Jersey Wheelmen.
Roselle Ramblers.
Huntington Bi-Club.
Yonkers B. C., and others

FOR SALE, EXCHANGE, WANTS.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

FOR SALE.—Vol. v, vi, vii, viii, of Outing. Price, \$6. Address, E. H., this office.

SPECIAL BARGAIN.—45-inch special improved Star, in fair running order; enamel finish; has not been run over 500 miles; reason for sale, have new Semi Racer. John J. Young, Valparaiso, Indiana.

FOR SALE.—54-in. Light Sanspareil, balls all round; Libbridge saddle; cowhorn bars; excellent condition; ridden but 3 months; \$85.00, C. C. D. L. B. Graves, Minneapolis, Minn.

I HAVE a Shattuck single barrel breech-loading shot gun in excellent condition, also a very expensive fishing rod, with the tips, for fly and general fishing, never been used, which I want to exchange for a bicycle suitable for a boy of fifteen; might give some cash, or buy for cash if a great bargain. Address, Irving F. Keeping, 54 East 122d st., City.

FOR SALE CHEAP.—A full nickeled, latest make "Harvard," 50-inch, dropped handle bars, cradle spring, nickeled hub lamp; all in perfect order; will sell at a low figure, having another machine. "R. G. S.," P. O. Box 2425, New York City.

GREAT BARGAIN.—A 48 in. nickeled (except rim) Y double ball bearing, British Challenge. Luggage carrier new. Hill & Tolman Automatic Alarm, almost new. Lock Box No. 105, Whitehall, N. Y.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club.....	80.00
50 inch Standard Columbia.....	50.00
50 inch Harvard.....	50.00
50 inch Expert Columbia '86.....	95.00
51 inch British Challenge.....	75.00
52 inch Expert Columbia.....	85.00
52 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
54 inch Royal Mail.....	86.90
54 inch Rudge.....	100.00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia.....	100.00
Kangaroo Bicycle.....	65.00
.....	75.00
Humber Tandem.....	200.00
Rudge Coventry Tandem.....	110.00
Columbia Tricycle, two track.....	115.00
.....	100.00
Marlboro Tandem.....	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises. Schwalbach & Willdigg, Prospect Park Plaza, Brooklyn.

FOR SALE very cheap, 56-inch Columbia Standard, Fredericksen's Studio, 1215 Broadway.

FOR SALE—Great bargain—1 Sparkbrook Humber Tandem (convertible), balls all over; including pedals; enamel finish; good as new, perfect in every respect; ridden about 100 miles; cost \$260.00; if bought quick will deliver at cars crated for \$150.00; guaranteed as represented or money refunded. S. T. Clark & Co., Baltimore, Md.

56 IN. EXPERT, full nickel, balls all round; with New Victor saddle and pedals; in fine condition; with cyclometer, C. O. D., for \$100.00. Address K., 21 South Main street, Fall River, Mass.

FOR SALE cheap, my 54-inch American Rudge Light Roadster, ball bearings all round, Standard finish; good condition. Lock Box 18, Whitehall, N. Y.

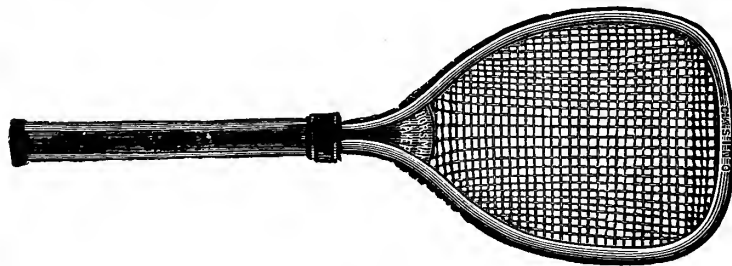
E. W. WILCOX. W. L. SURPRISE. CHIKASAW BICYCLE AGENCY, 134 and 136 Jefferson St., Memphis, Tenn. STATE AGENTS FOR THE AMERICAN CYCLES. Second-hand Wheels bought, sold and exchanged

WHEELMEN, WOULD YOU LIKE TO SMOKE A REALLY GOOD Five Cent Cigar? THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.



MANUFACTURER OF AND GENERAL HEADQUARTERS FOR LAWN TENNIS.

E. I. HORSMAN, 80 and 82 Wm. Street. N.Y.

Special attention is called to my Improved "Casino," Special, and Elberon Rackets for 1887. Special rates to Clubs.



New York Agent for the American Champion, Challenge, Safety, and Ideal Bicycles. Sundries of all description. Nickel plating and repairing a specialty.

Send stamp for Illustrated Catalogue of Tennis and Bicycles.

JACKSON & CO.

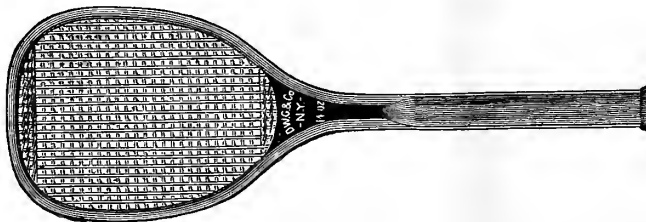
HATTERS,

59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

The best RACKET made is the "ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



The genuine "SHEPARD" is superior to any racket made except our "ASSOCIATION." The genuine are stamped D. W. Granbery & Co. in full, all others are imitations and of inferior quality. Price \$4.00. Other Rackets from \$1 up. Nets, Balls, Shoes and every requisite for playing the game.

D. W. GRANBERY & CO., Makers & Importers, 20 JOHN STREET, NEW YORK.

Send stamp for Catalogue, containing "an account of the game at Tennis," as played one hundred years ago



BRAIN AND NERVE FOOD FOR WHEELMEN.

HOW TO —
Buy, Sell or Exchange.

ADVERTISE IN OUR
*For Sale, Exchange,
and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.

Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
BY TUESDAY MORNING.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.
All kinds of Foreign and Domestic Patent Dressings.
A full assortment of Custom made Boots and Shoes
always on hand at Reasonable Prices. Orders of every
description promptly attended to and a perfect fit
guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,

Bonbons, Chocolates, Caramels,
ICE CREAMS AND WATER ICES
OF ALL VARIETIES AND FLAVORS.
MADISON AVENUE, COR. 59TH ST.,
—NEW YORK.—

SPADE HANDLES!

Handsome, Strongest, and best Handles in the
Market.

Only \$2.50.

WE HAVE THEM TO FIT ANY CYCLE MADE.

C. W. SPINNEY, Fitchburg, Mass.

ASK FOR THE



PERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.

ANDREW GRAFF,
MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:
Running, Walking, Bicycle, Lawn
Tennis, Foot Ball and Base
Ball Shoes.

339 COURT STREET,
BROOKLYN, N. Y

Pat. March 2, 1886.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE.
Light, Strong and Cheap, to order \$3 and 3.50.
Send for Catalogue and Price List.

THE 1887 PATTERN

*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng, which
though often tried by various Bicycles and Tricycles, has never been
surmounted except by Mr. ALFRED BIRD, who on Saturday, Feb. 28th,
and on the following Tuesday in the presence of witnesses, successfully
rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordin-*
ary cranks and handles from base to summit without a stop. Many
attempts had been made by others, and since Mr. Bird's feat, scores of
famous road riders and hill climbers have tried to reach the top on other
machines, *but without success.* This marvellous feat proclaims the
Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38
sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

—AND—

The Marlboro Tandems

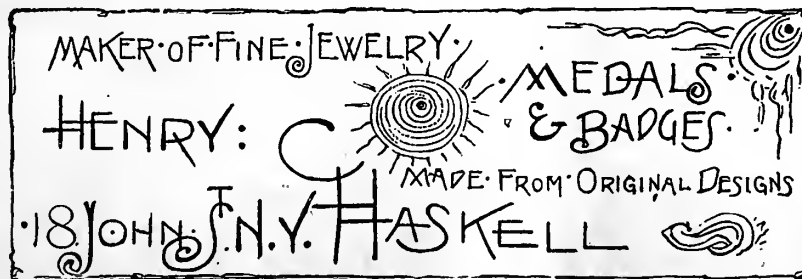
— WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. —

Send for Catalogue of 1887 machines containing
particulars of all latest improvements to

The Coventry Machinists Co., Ltd.

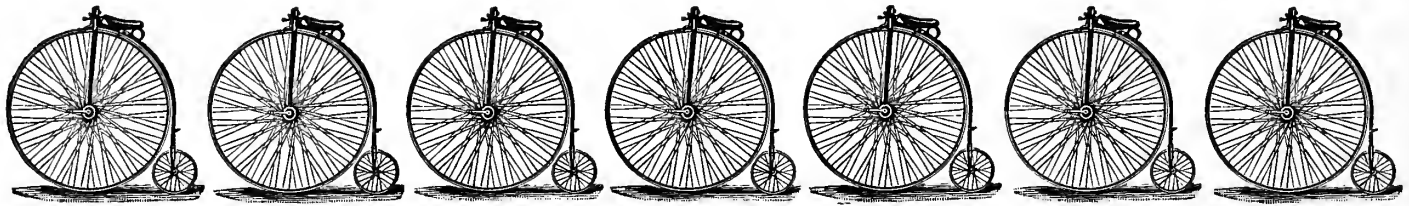
239 COLUMBUS AVE., BOSTON.

The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
Plaza, Brooklyn N. Y.



CATALOGUES
SENT
UPON
REQUEST.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
Bicycle, * Tennis, * Boating, * Shooting, * Athletic Clubs, * &c.
— BEYOND COMPETITION. —



QUESTION.—Is wheeling better than walking ?

ANSWER.—Yes. To demonstrate, compare handling a thousand pounds of iron in a square box, and rolling the same in a cask.

Q.—Should riders lend their cycles ?

A.—No ; unless they have a grudge against the machines.

Q.—Does it pay to ride the best wheel made ?

A.—Yes. A cheap wheel soon wears into a trap. Cheap wheels are made to sell, not to ride.

Q.—Why are "Victors" universally admitted to run easily ?

A.—Because they are rigid at all points except the tire, where they show the greatest amount of elasticity in the right direction.

Q.—Why are they known to be coasters "par excellence" ?

A.—Because the lines are true, and the parts in perfect harmony, making a model calculated for speed when power is not applied. The machine talks when the power is taken off.

Q.—What one feature is more important than all others in wheel making ?

A.—That tires should stay.

Q.—Does any maker guarantee tires to stay ?

A.—Yes. The makers of the "Victor" do ; and if a compressed tire comes out, they will apologize, and re-set without charge. A compressed tire costs much more than a cemented tire.

Q.—Does any maker use rubber as fine as it is possible to make ?

A.—The "Victor" tires are pure Para gum with nothing added but the chemicals necessary to vulcanize. They will float in water.

Q.—Why are "Victor" rims stiffer than any others ?

A.—Because they are so made as to be double thickness at bottom, where spokes are attached, and are made from fine steel, a better quality than could be used if they were cold drawn into tubes.

Q.—Who originated the cold rubber pedals ?

A.—The Overman Wheel Co., who also originated the "Victor Swing Saddle" which has been so widely copied in the market.

Q.—Does any maker put upon the market a Bicycle all forged steel ?

A.—The makers of the "Victor" will pay \$100 for every ounce of cast metal found in their Bicycle.

Q.—Do the Overman Wheel Co. pay cycle papers for putting items in their reading columns claiming their wheels to be the best ?

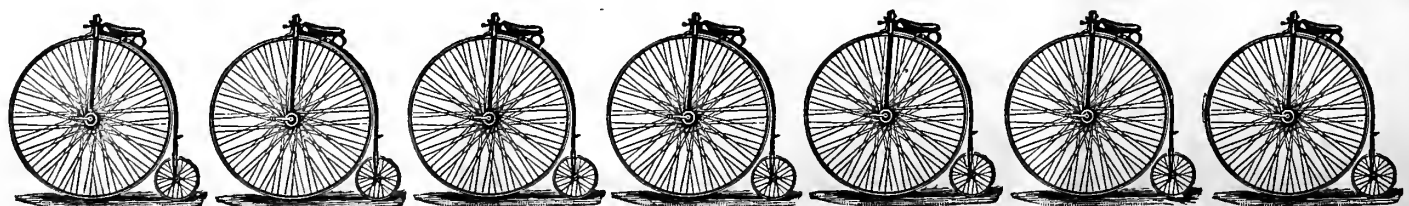
A.—No. If their machines are mentioned in wheel papers it is done without charge, as they do not countenance filling wheel papers with such "penny-a-line" bosh. The Overman Wheel Co. have a letter from the editor of one of the principal wheel journals which says, "Allow me to suggest that you use our reading columns more. Can give you space in quantity at 12½c. per line. It is an excellent way to 'top-off' display ads., and to keep prominently before the public."

The makers of the "Victor" wish to have riders understand that they do not "top-off" their display ads. in reading columns "at 12½c. per line." When they get to be over anxious about finding a market for their wheels, and consequently nervous for fear the public will not credit them with something they do not deserve, they may conclude to "top-off" their display ads. in "reading columns at 12½c. per line." They believe that just this sort of stuff in cycling papers loses for the papers the respect of riders, and puts a large question mark in the mind of every rider as to the sincerity of anything that is said in wheel papers.

Q.—Why do the Overman Wheel Co. abstain from mentioning the names of other wheels, and the names of other makers, in their advertising ?

A.—Because they have merit enough in their own wheels to talk about, without throwing mud at their neighbors. The use of personalities in print is a strong evidence of dense ignorance.

Please note that this page is paid for by the Overman Wheel Co., of 182 Columbia Avenue, Boston.



The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

AGENTS.

- | | |
|-----------------------------------|---------------|
| Schwalbach & Willdigg, | Brooklyn. |
| Peck & Snyder, | New York. |
| E. K. Tryon & Co., | Philadelphia. |
| Crist & Higham, | Washington. |
| Hibbard, Spencer, Bartlett & Co., | Chicago. |
| Edward Sells, | St. Louis. |
| Brush, Moore & Co., | Cleveland. |
| T. B. Kaercher, | Pittsburgh. |



WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

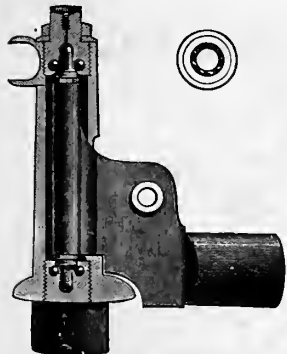
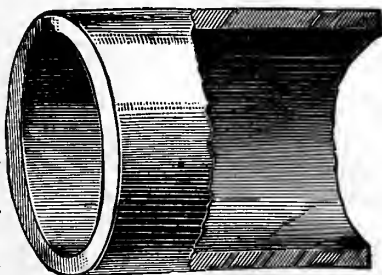
See this Wheel

Before Purchasing.

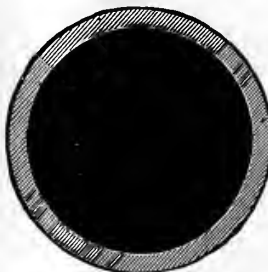
ASK Your Dealer For It.



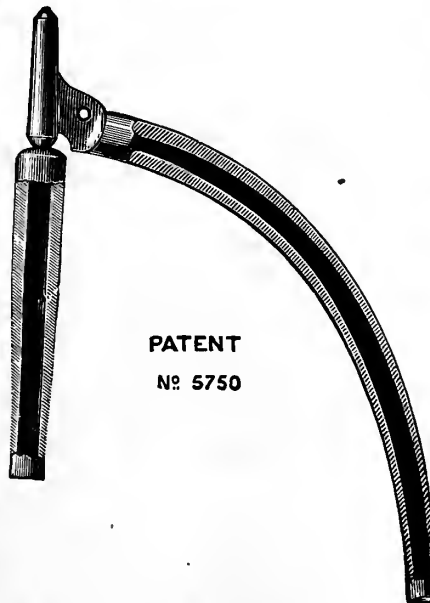
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.

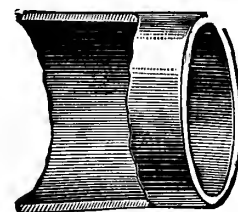


Sectional and end view showing strengthened neck end of Backbone.



Sectional view showing Backbone and Forks when made up: A splendid improvement.

PATENT
No. 5750



Handsome Photograph OF THE

NEW MAIL

Sent for 14 Cts. in STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers,

107 Washington Street, Boston.

COLUMBIA AXIOMS.

A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.

2. The experience resulting from devoting the whole of that time to the manufacture of first-class bicycles.

3. The world over, in the making of everything, experience and the most valuable results go together.

4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.

5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.

6. With these advantages, it is simply natural that the Columbias should be considered, by the majority of American wheelmen who ride first-class machines, as the best machines for all-around or special use.

7. The Columbia is the only machine which has been ridden around the world.

8. It has been ridden the greatest distance within the hour.

9. It has been pedalled across the continent many times.

10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.

11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent. of all the fancy riders in America ride Columbias.

12. There was never a Columbia which has been discarded because it was worn out.

13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of the trade does not admit of much for little.

14. In every Columbia is the full worth of the money paid for it.

15. When the majority of American riders of first-class machines purchase and ride Columbias, and continue to ride Columbias, it is fair to presume that prices and machines are considered satisfactory.

16. The Pope Mfg. Co. is the largest cycle house in the world with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.

17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.

18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.

19. An examination of Columbias by prospective wheelmen must result in advantage.

20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.

21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.

22. The Pope Mfg. Co. rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.

23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

There is a Translucent Moral Here; It Need Not Be Pointed Out.

POPE MFG. CO.

ALBERT A. POPE, PRESIDENT.

EDWARD W. POPE, SECRETARY.

Principal Offices: 79 Franklin Street, cor. of Arch, Boston

BRANCH HOUSES:

12 WARREN STREET, NEW YORK.

291 WABASH AVENUE, CHICAGO.

The Most Comprehensive Cycling Catalogue Published—Fifty-two Pages, Forty-Eight Engravings—Sent Free by Mail upon Application.

LLEWELLYN H. JOHNSON Has Removed to
4 PARK STORES, MAIN STREET, ORANGE, N. J.

Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by

visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010.

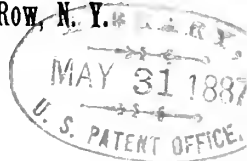
THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

23 Park Row, N. Y.

AND RECREATION.



Vol. XII.—No. 9.]

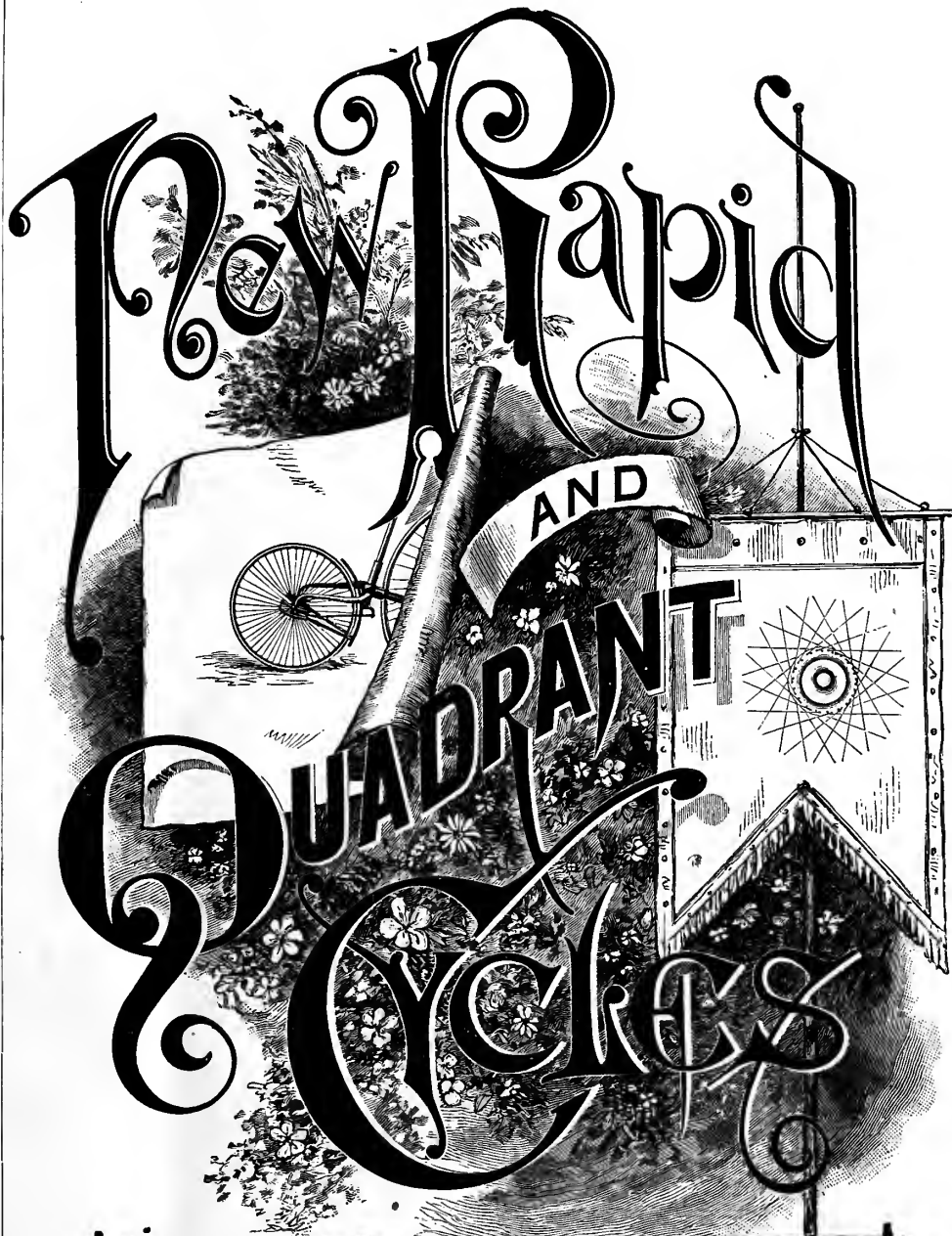
NEW YORK, MAY 27, 1887.

[WHOLE NUMBER, 295.]

Catalogue
now
Ready.

Free to
all
Applicants.

INFORM
YOURSELF



ON
MODERN
MOUNTS

60 Pages
of
Information.

SAM'L. T. CLARK & Co.
 IMPORTERS AND SOLE AGENTS
 BALTIMORE MD.

Mention
this
Paper.



Cures and Prevents
Colds,
Coughs,
Sore Throats,
Hoarseness,
Stiff Neck,
Bronchitis,
Headache,
Toothache,
Rheumatism,
Neuralgia,
Soreness or
Stiffness of
Muscles,
Sprains,
Bruises,

quicker than any known remedy. It was the first and is the only PAIN REMEDY that instantly stops the most excruciating pains, allays inflammation and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs. Athletes will find the application of Ready Relief of great value, in relieving all soreness and stiffness in the muscles

INTERNALLY.

Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

There is not a remedial agent in the world that will cure Fever and Ague, and all other Malarious, Bilious and other fevers, aided by RADWAY'S PILLS, so quick as RADWAY'S READY RELIEF.

Fifty cents per bottle. Sold by Druggists.

We have the Workmen

—TO DO ALL—

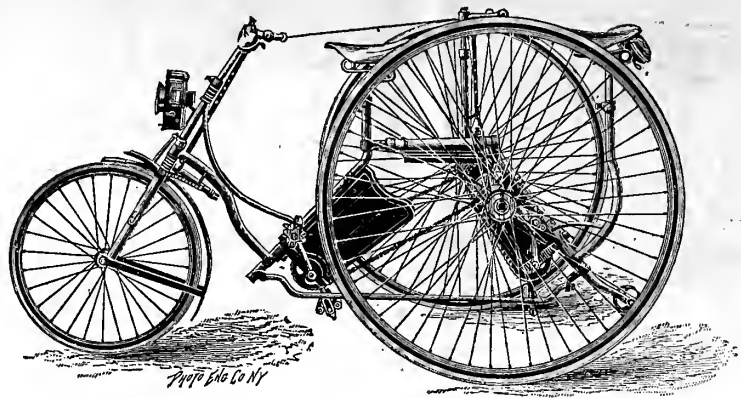
DIFFICULT REPAIRS.

NEW AND SECOND-HAND WHEELS IN STOCK.

Call and see the "New Mail"—the wheel of perfection.

SCHWALBACH & WILLDIGG,

Prospect Park Plaza, Brooklyn.



D. ROGERS & CO., Limited,

75 CLINTON AVE., NEWARK, N. J.

SOLE U. S. AGENTS FOR THE

"CUNARD" CYCLES,

Testimonial from **T. J. Kirkpatrick, Vice-Pres. L. A. W.**

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

Gentlemen:—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced.* Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure.* I have owned other tandems, but this is *the only one that was worth house room as a convertible machine.* I find it a *perfect machine,* in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked today, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be.*

(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

Send your orders and don't get left. Reliable agents wanted everywhere. Cabinet Photograph of any machine 25c.



THE STAR.



SAFE!

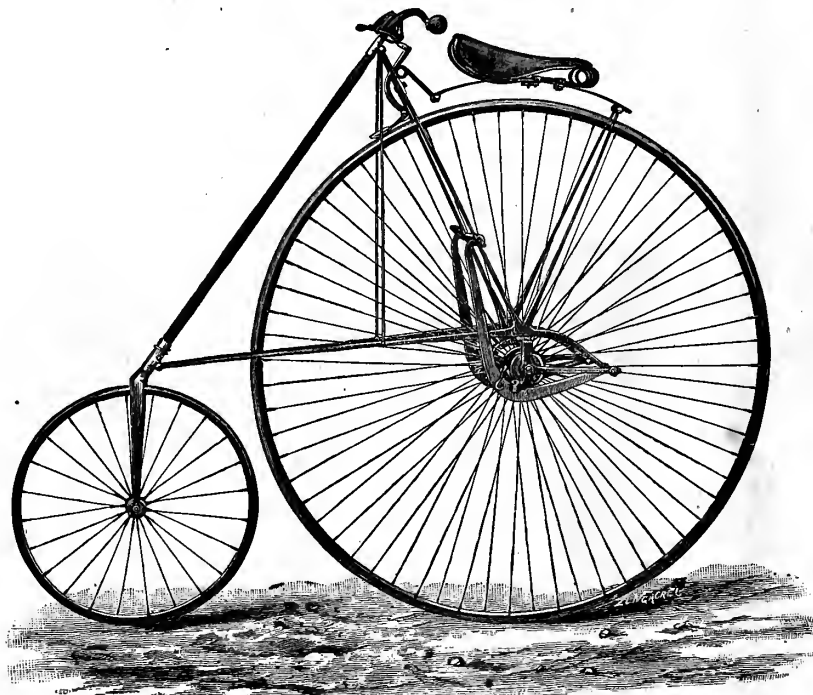
SAFE!

PRACTICAL!

PRACTICAL!

FAST!

FAST!



SPECIAL STAR.

No Headers or Dangerous Falls. Always First on the Road and Up the Hill. The STAR is the only Bicycle that combines in the highest degree the qualities of Safety, Speed, and Hill Climbing. World's Record, 305 miles in 24 hours.

New 1887 Catalogues free, and now ready for distribution. Address

H. B. SMITH MACHINE COMPANY, SMITHVILLE, NEW JERSEY.

NEW YORK SALESROOMS, 115 LIBERTY STREET.



ATTENTION ! DON'T MISS THIS !
PECK & SNYDER,
 124, 126 & 128 Nassau Street,
 NEW YORK AGENTS FOR
THE NEW MAIL,

THE LATEST AMERICAN HIGH GRADE WHEEL. A PERFECTLY MADE LIGHT ROADSTER.

All the latest Improvements.

Trigwell's Ball Head, Perfection Backbone and Forks, Warwicks' new Hollow Rim, Spade Handles, Kirpatrick Saddle, Narrow Tread, Spokes wound seven times, Harwood's Adjustable Step.

Come in and see it. Send for circular

COLUMBIA BICYCLE SHOE.

Lightest and Best on the Market

BLACK LEATHER,

\$4.00.



RUSSET LEATHER,

\$4.50.

Columbia Bicycle Shoe

Boys' Bicycles, \$25 to \$90.

Columbias, \$75 to \$150.

PURCHASERS TAUGHT GRATIS IN OUR SCHOOL.

COLUMBIA TANDEM Ready.

Full line of Second-hand Wheels. A few Rink Wheels at an exceedingly low figure.

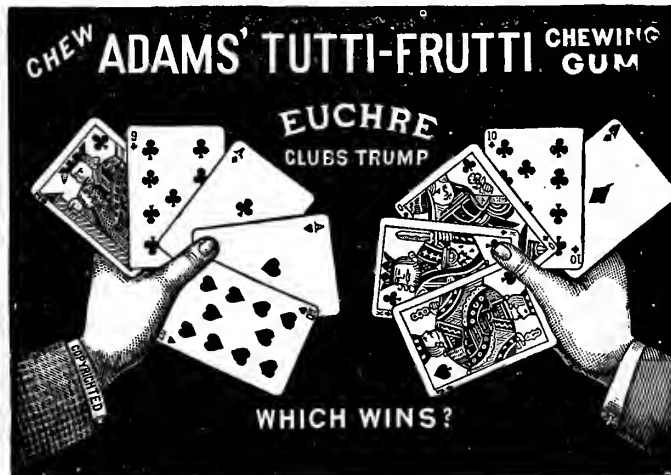
Cabinet Photographs of all the celebrated Racers and Racing Tracks.

12 WARREN ST.,

POPE MFG. CO.

NEW YORK.

WHAT IS SAID OF IT.



It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M. D., LL. D.

Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*.

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World*.

Free Treatise For the Weak, Nervous and Debilitated; How to regain Health and Vigor. **Home Treatment** for Nervous and Mental Diseases. TRIAL SENT. Address, J. M. BATE & CO. 283 S. Clark Street, CHICAGO, ILL.

EVERYBODY'S Pocket Drinking Cup, In nickle-plated watch case, improved for 1887, and price reduced to 35c. or 4 for \$1.00. **GREGHILL MFG. CO.,** Meriden, Conn.

SMITH'S Sporting Goods. LOWEST PRICES. 123 FULTON ST. In Hat Store, up stairs.

EASY PAYMENTS. Columbia and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 13 G St., Peoria, Ill

SACKETT'S EXTRACT WITCH HAZEL. (Specially prepared as to Purity and Strength.) Warranted fully equal to any Extract in the market, and by many large consumers preferred to any other. Sold by the manufacturers direct, in barrel, 1/2 barrel and 1/4 barrel lots, and for the use of Bicyclists, Base Ball Players, &c., put up in small packages as follows:
 Pint Bottle..... 25c.
 Quart "..... 40c.
 1/4-gallon Demijohn..... 85c., refilled, 65c.
 1-gallon..... \$1.50 \$1.20
 5-gallon " (for Clubs)..... 5.95 " 5.00
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- WASHINGTON, D. C.—N. L. Collamer, St. Cloud Building.

EDITORIAL NOTES.

We regret that we were unable to finish off our last issue with a few editorial suggestions which we had in mind; but the fact is, the rapidly increasing business of the paper leaves little time for flights of fancy or dalliance with the Queen's English. The most urgent matter that occurs to us is to return thanks to the firms who have been so liberal with their advertising patronage, and to those who have been kind enough to write us of their appreciation of the improvement in THE WHEEL. This progress towards the ideal can be pushed at a more rapid pace, if every reader of THE WHEEL will subscribe to the paper; and if they will state, when writing any of our advertisers, that they saw their announcements in THE WHEEL.

There are two other things to which we wish to draw our readers' attention. In order to make the paper national, news notes should be received from all over the country. A simple fact, plainly and concisely stated on a postal card is all that we ask. It is not necessary to write a long preamble to state that the local club held a run, that a race-meet will be held, etc.

We shall be glad to publish accounts of tours and runs, if the distances between points, condition of the road, hotels, etc., are accurately reported, the data cannot fail to be valuable. In time, the information would cover all the rideable districts of the United States, and intending tourists could map out their routes with certainty.

Mr. Schriver kindly contributes a letter to this week's WHEEL which we consider very pat. The progress of the Rights and Privileges bill through both houses at Albany unearthed the friends and enemies of cycling. Senator Daly is entitled to the special attention of wheelmen. His speech against the bill was an uncontrolled outburst of vehement ignorance and prejudice; apparently, Senator Daly, body and soul, is the property of that honorable body, the New York Commissioners of Public Parks. Senator Dunham heeled the

efforts of Senator Daly to defeat the bill; to be sure, he did not harangue against it, but that was probably due to lack of eloquence, not to unwillingness; but he cast his little vote against it, and thus put himself on record. Mr. Shea of the Assembly, is also on the black list. And when we think of Mr. Crimmins, why, unprintable English comes to our relief. He is the noblest kicker of them all. His famous *Herall* document is carefully filed away. He has called us "them bicycle fellows," which entitles him to such attention as only insulted men can bestow. The most disappointing part of the whole affair is the announcement in last Sunday's paper that our otherwise admirable Mayor, Mr. Hewitt, had written the Governor asking him to veto the bill. Mr. Hewitt is a gentleman, an American gentleman at that, and we are regretfully surprised that he allowed Mr. Commissioner Beekman to "work him" in the interests of the Park Commissioners. But of all those who opposed the bill, the actions of President Beekman are most despicable. As Mr. Schriver says, he played us false, and should we ever have an opportunity, we will do our little all to defeat him for any office he may run for. As for the friends of the bill they should not be forgotten. Senators Cantor and Piatts, as the introducers of the bill in the Assembly and Senate, are entitled to the most credit. Then there are other good men and true who spoke kindly for us. Among them, Messrs. Sheban, Fassett, Raines, Pierce and Comstock, all of whom we commend to the special care of all cyclists.

The attitude of many of the New York City clubs towards the Rights and Privileges bill reflects but little credit on them. The bill was created for the purpose of opening up Central Park, yet New York City clubs and New York City wheelmen have done scarcely anything to forward the bill. Probably the most influential club is the Citizens, and among its members are men who could have done some real good, but it has pleased both the club and its members, with three exceptions, to remain strictly quiescent.

THE LEAGUE MEET.
THURSDAY, May 19.

A large number of St. Louis Wheelmen, including the L. A. W. Reception Committee, gathered at the Union Depot early on Thursday morning, to meet the first party who were booked to arrive for the meet shortly after nine, the Wabash Eastern pulled into the depot, and discharged the dust-covered but happy wheelmen. Among the party were the following: Herbert W. Hayes, C. C. of Massachusetts; Secretary-Editor Abbot Bassett; Col. Albert A. Pope and Son, Boston; H. D. Corey, Boston; Thomas Stevens, representing *Outing*; George A. Jessup, C. C. of Pennsylvania; J. R. Dunn, C. C. of Ohio; George R. Bidwell, C. C. of New York; T. J. Kirkpatrick and wife, Springfield, O.; Edwin Oliver, Chicago; C. S. Howard, representing the Boston *Globe*; W. H. Emery, Dorchester, Mass.; W. B. Everett, Boston; Sanford Lawton, Springfield, Mass.; George C. Newell and C. S. Davol, Providence, R. I.; W. C. Marsh, Geo. W. W. Parker, W. S. Atwell, Boston; C. H. Luscomb and W. W. Share, Brooklyn; Henry Gallien, Albany; Joshua Reynolds, Stockport; Charles S. Butler, Buffalo, N. Y.; W. L. Beck, Lockport, N. Y.; G. Carleton Brown, Elizabethport, N. J.; J. H. Cooley, Plainfield, N. J.; W. B. Banker, Passaic, N. J.; Captain J. W. Spahr, E. G. Barnett, D. H. Olds and George Kepsey, Springfield, O.; W. F. Lewis, Johnstown, Pa.; John J. Van Nort, Scranton, Pa.; J. F. Roll, Iowa Falls, Iowa; L. L. Buchanan and George C. Wallingford, Newport, Ky.

As soon as the wheels were unloaded they were taken in wagons to the Exposition Building, where the wheels were stored. The party were escorted by the Reception Committee to the Lindell Hotel, the League headquarters. The day was spent principally at the hotel, the league officers discussing the chances of the different candidates for office, and trying to influence votes for their favorites.

THE MISSOURI BICYCLE CLUB'S RECEPTION.

The event of Thursday was the reception tendered visiting wheelmen by the Missouri club. The lawn-tennis grounds were resplendent with gay strings of Japanese lanterns and other Oriental decorations. The gymnasium had been cleared of the apparatus and a tarpaulin placed over the floor afforded a good dancing surface, and Schuchmann's Orchestra sat out in the open air and furnished music for the dancers within and the promenaders

outside on the grounds. All the visiting wheelmen who had arrived were in attendance, nearly all being in cycling costume. The local cyclists appeared divided in costume. The love of fashion was too strong for some and they appeared in full dress, but the large majority were loyal to the wheel and blossomed out in shorts. The ladies were out in good force and many brilliant toilets flashed under the variously colored lights. There were also many gentlemen, not wheelmen, present. Mayor Francis dropped in for a few moments and looked enviously at some of the handsome calves displayed. Comptroller R. A. Campbell let the city finances go long enough to spend the entire evening with Mrs. Campbell, enjoying the festivities till midnight.

About 11:30 refreshments were served from a long table in the rear of the building. After the refreshments the company gathered in the parlors, where they were entertained by some of the visitors. Dr. J. S. Aiken, of New York, sang several ballads with his fine baritone voice, and Ned Oliver, of Chicago, the official bugler of the parade, gave an evidence of the voice that will enrich the air Saturday by giving a capital imitation of a *contralto prima donna*, and was heartily applauded. Mr. A. H. Overman, of Boston, was forced to the front by calls, and responded gracefully with a German parody of "Barbara Frietchie," in which he handled the broken English very amusingly. Shortly after midnight the company dispersed, the wheelmen looking forward with eagerness to to-day's convention.

FRIDAY, May 20.

THE BOARD OF OFFICERS' MEETING.

The regular meeting of the Board of Officers was held in Entertainment Hall, on Friday morning. The meeting was called to order shortly after nine. In the absence of the President and Vice-President, Dr. C. S. Butler, of Buffalo, was elected temporary Chairman. The Credentials Committee of three was then appointed as follows: Dr. J. H. Cooley, Plainfield, N. J., Chairman; W. W. Share, Brooklyn, and A. C. Stewart, St. Louis. The committee retired to examine the proxies, and reported at 11.30 as follows: Proxies accepted, 99; thrown out because not signed, J. C. Moore, J. D. Atkinson, R. C. Woodworth, S. H. Day and John V. Stevenson; F. T. Mittauer, rejected, because not a member of the board.

MEMBERS PRESENT.

The roll-call showed forty-four members present, as follows: Kentucky, Hiram W. Longley, Dayton; Louisiana, Harry H. Hodgson, New Orleans; Maryland, George F. Updegraff, Hagerstown; Massachusetts, H. W. Hayes, Cambridge; Dr. W. H. Emery, Roxbury; C. S. Howard, Boston; J. H. Grimes, West Somerville; Sanford Lawton and W. C. Marsh, Springfield; Missouri, William Brewster, A. C. Stewart of St. Louis, and W. H. Cameron, of St. Joseph; Nebraska, F. N. Clark Omaha; New Jersey, Dr. J. H. Cooley, of Plainfield; Dr. G. Carleton Brown, of Elizabeth; E. F. Burnes, of Smithville; W. B. Banker, of Passaic; New York, George R. Bidwell and Chas. H. Luscomb, of New York; Joshua Reynolds, of Stockport; Henry Gallien, of Albany; C. S. Butler, of Buffalo; W. L. Beck, of Lockport; W. W. Share, of Brooklyn; Ohio, James R. Dunn, J. M. Tryon, F. T. Sholes, H. P. Hane, A. P. Seiler, F. L. Casselberry, H. S. Livingston; Pennsylvania, George A. Jessup, I. Elwell, J. E. Harder, J. J. Van Nort and S. H. Murray; Rhode Island, C. S. Davol.

ELECTION OF OFFICERS.

After the roll call, nominations for President were called for. Mr. Luscomb nominated Mr. T. J. Kirkpatrick, Springfield, O., seconded by Chief Consul Dunn. The rules were suspended, and "Kirk" was elected unanimously. C. C.'s Bartlett, of Maryland, and Brewster, of St. Louis, were appointed a committee to escort the newly-elected President to the chair, where he made a happy speech of acceptance. In about the same manner Mr. Herbert W. Hayes, Cambridge, Mass., was elected Vice-President. The treasurership was unanimously voted to Chief Consul Brewster, of St. Louis, upon nomination of Dr. Brown, of New Jersey. Mr. G. R. Bidwell, C. C. of New York, was unanimously elected third member of the Executive Committee, upon motion of Dr. Butler.

REPORTS.

The report of Treasurer Sanford Lawton was the same in substance as that of the Secretary-Editor, as far as the financial condition of the League was concerned.

In presenting the annual report of the Secretary-Editor, Mr. Bassett said that the League's assets

SATURDAY, May 21.

THE PARADE.

Owing to the late, or rather early, hours kept by the wheelmen on Friday night, the parade was not ready for the start at 10 o'clock. As fast as the wheelmen arrived they were arranged along the curb of Lucas Place, between Twenty-first and Twenty-third streets. The Missouri Division wheelmen occupied the north side of the street and the visiting wheelmen the south side. The streets were packed for several blocks by an enthusiastic crowd and the sight was an animated one.

Prof. C. H. Stone, chairman of the Parade Committee, had charge of the details of the parade. He was assisted by the following aides: Bicycle Division—A. C. Stewart, Louis Chauvenet, John Fry, H. W. Baker, J. A. Seddon, Lindell Gordon and H. W. Belding. Tricycle Division—Dr. H. H. Keith, A. Moore Berry and E. W. Pattison.

At 10.30, Edwin Oliver gave the "get ready" blast on his bugle, and ten minutes later the line was formed as follows:

Mounted Police—Grand Marshal, President Kirkpatrick.

Aids: Col. A. A. Pope, Geo. H. Day, and Professor C. H. Stone.

Massachusetts Division—Commander, Chief Consul Hayes.

New York Division—Commander, Chief Consul Bidwell.

Pennsylvania Division—Commander, Chief Consul Jessup.

Ohio Division—Commander, Chief Consul Dunn.

Illinois Division—Commander, Capt. W. B. Buckley, Illinois Club.

Kentucky Division—Commander, Captain J. F. Adams.

Indiana Division—Commander, Chief Consul Irvin.

Iowa Division—Commander, Chief Consul Thrall.

Kansas Division—Commander, Chief Consul Candy.

Wisconsin Division—Commander, Capt. J. A. Hinman, Oshkosh.

Missouri Division—Commander, George C. Oeters.

Unattached League Members—Commander, H. W. Belding.

Missouri Bicycle Club—Commander, Lieut. A. Lewis.

Tricycle Division—Commander, H. H. Keith.

In the Massachusetts Division appeared Singer's Six-in-Hand Victoria, ridden by the following gentlemen: Abbot Bassett, W. B. Everett, H. W. Hayes, Geo. H. Hill, Sanford Lawton and C. L. Smith. The Victoria created no little comment and enthusiasm. Thomas Stevens also rode with the Bay State Division. The tricycle division included a number of tandems and showed up in good form. The Oshkosh wheelmen wore Chinese hats and carried a banner inscribed "Hong Kong Division," which created much merriment.

The parade moved over the following route: Twentieth and Locust, down Locust to Fifteenth, to Washington avenue, to Fourth street, to Chestnut, to Sixth, to Pine, to Eighth, to Chestnut, to Fifteenth, to Locust, to Twenty-eighth, to Chestnut, to Grand avenue, to Olive street, to Union avenue, to Kings highway in Forest Park. At the Park a photograph of the riders was taken, and a picnic lunch was served, after which the riders set out on the various tours. The number of wheelmen in the parade was estimated at 600.

POLITICS AND CYCLING.

HOW TO VOTE NEXT FALL.

NEW YORK, May 23, 1887.

EDITOR OF THE WHEEL.—Wheelmen have now a capital opportunity to make a note of their friends and enemies among the politicians, according to the position taken by them in regard to the Park "Liberty Bill." It is to be hoped that Mr. Potter will shortly give us the benefit of his experiences in so ably engineering the measure through the Legislature, and that each and every wheelman in the state will make a resolution—and stick to it—to cast his vote in accordance with this information when the time comes. We have other duties as citizens, but our interest in cycling privileges comes first; and unless we reward our friends and rebuke our enemies, particularly the latter, we will find in the future that the men who are looking for votes care very little for demands made on them for just treatment.

From what light we have, the problem is a simple one, concerning directly a few men only, of whom we can easily make examples. The entire opposition to our bill has emanated from Park Commissioner Crimmins, and this is so well understood, that if he were ever to come up for elective office, there would be little danger that any cyclist would forget that here was a head to be hit. But unfortunately we are not likely to have this chance. Senator Daly will, however, run again for either the Senate or for Congress; and while his record is generally good, wheelmen living in his district should cast a ballot against him. Those whose suffrage is sought by Senator Dunham and Assemblyman Shea should perform the same service for those gentlemen; for these three were the only open opponents in the Legislature. Just how we will feel toward Governor Hill can hardly be told for a week or two, but the indications at present writing are that he will sign our bill and thus range himself on our side.

Mayor Hewitt has distinguished himself by writing a gratuitous letter against us; but he, too, is probably out of our reach, as it is not likely that he will try for any public office again after his present term has expired, unless there is a futile effort made on his behalf for the Presidency. The pipes are being laid to make Henry R. Beekman, now President of the Board of Aldermen, the next Mayor of New York. He is *de facto* Mayor already, selecting the appointees to office and directing the executive work generally, while the nominal Mayor writes letters about garbage and horse car tracks. When Mr. Beekman is in the field we must not forget that last fall he spoke us fair and played us false, and that he has apparently been the channel through which Mr. Crimmins obtained Mr. Hewitt's name in opposition to our bill. It would be rash to say, perhaps, that the Crimmins-Beekman alliance is as close as when they were together in the Park Board, but the influence of the former over the latter is by no means dead, and we cannot afford to endorse Mr. Crimmins' friends. If last year's election were to be gone through with again not only Mr. Beekman but Mr. Hewitt also might get fewer votes from bicycle riders; the more so, too, that Henry George has to day written a letter fully approving our position and expressing the opinion that it is "a gross injustice" to keep us out of the park.

Whatever you do, fellow-wheelmen, don't throw your votes away under the impression that there are not enough of them to count. We have nearly ten thousand riders in this State, quite enough to turn a State election. Perhaps a third of these are in the city, and when you reflect that each rider can influence two or three friends and relatives who do not ride, it does not take much political knowledge to see that here is a force worth reckoning with—a force that can and should be solid on election day. Yours truly,

EDWARD J. SHRIVER.

THE CHAMPION OPENS THE SEASON BY WINNING THE PEORIA ROAD RACE.

PEORIA, Ills., May 13, 1887.

GORMULLY & JEFFERY MFG. CO., Chicago:

DEAR SIRS:—The Peoria Bicycle Club ten-mile road race was won yesterday afternoon by Bert Meyers on a 52-in Light Champion in 40:27—fourteen hills in the course. The second man was John Seery (our repairer) on a full Roadster Champion. The third man straggled in on an '87 Light Roadster. The boys are all enthusiasm for your wheels nowadays.

Yours truly,

GEO. W. ROUSE & SON.

KINGS COUNTY WHEELMEN.

SCHEDULE FOR JUNE.

June 1, morning run, 5:30 A.M.; June 2, club meeting; June 4, run to Roslyn, assemble at 3 P.M., dinner at Mansion House, return via boat to New York by moonlight; June 7, moonlight run to Brown's road-house; June 9, morning run, 5:30 A.M.; June 11, run "around the block," assemble at Park Plaza at 4 P.M.; June 12, informal run to Coney Island; June 16, club run to Brighton Beach Hotel, 8 P.M., dinner, return at 10 P.M.; June 19, run to Morristown, N. J., start 8 A.M.; June 23, annual parade, assemble at 7:30 P.M.; June 25, annual race meet at Brooklyn, A.A. grounds; June 26, "Loafers' run" to Staten Island, start at 8:30 A.M., dinner at Perth Amboy; June 28, morning run, start 5:30; June 30, moonlight run to Captain Olmstead's,

on May 1, 1887, amounted to \$5,548.38, and the liabilities to \$3,957.79. The excess of assets over liabilities is \$1,590.59, which amount will shrink to \$1,343.88, if there is made a deduction of \$246.71, which represents certain accounts of doubtful value. There is due the Treasurer \$1,751.76, which is less than the amount allowed the office last year, making the liabilities in excess of the assets \$407.88. The League's only large creditors to-day are the State Divisions, to which \$2,122.08 is owed, but all this will be paid in a few weeks. When the office of Secretary was taken by the present incumbent the books showed the League to have a balance after paying all bills of \$25.98, but there were bills due which did not appear and which have since been paid amounting to \$525, and of the accounts due \$335 had to be carried to profit and loss. Other accounts had to be settled at a loss, and it is therefore a low estimate to place the bankruptcy of the League on January 1 at \$1,500.

The future has a hopeful aspect and the Bulletin is now paying for the mechanical work done on it, and the day is probably not far distant when it will net a profit. The three issues published in January, after the officers' meeting, resulted in a loss of \$230.30. In February, the loss was \$411.06. In March the Bulletin was transferred to Boston, which involved an entire new setting of the paper for one week, and the loss on the paper for that month was \$1,069. In April the Bulletin showed a profit of \$72.84.

Counting on the probable future of the Bulletin Mr. Bassett said that if the Executive Committee found that it would be possible to conduct it without a too great loss the paper would be printed once a week, but if not, it might be necessary to publish it twice a month.

The total membership of the League to date was shown to be 9,480. The increase so far this year has been satisfactory, and it is not improbable that 15,000 names will be enrolled before the close of 1887. Various plans that the Secretary has in mind for improvements in the office were outlined, and in conclusion Mr. Bassett said: "Your Secretary has been an incumbent of the office for but a few months. He has made mistakes, perhaps, and there have been delays which may have been unpardonable, but he has made an earnest effort in the face of great difficulty, and he asks no more of the members than that they will be as patient with, and considerate for, him in the future as they have generously been in the past."

The Racing Board reported as follows: During the past year the Board has been called upon to declare some dozen or more men to be professionals, and it has suspended many parties from the race-track for unbecoming conduct or defiance of the rules. He also gave a list of all the path records allowed by the L. A. W. the past year.

These reports were adopted, after which President Stewart invited all the visiting wheelmen to visit their club-house during their stay here.

Reports were read from the Executive and Membership Committees. The latter's chairman, E. F. Hill of Peekskill, N. Y., was severely criticised by the report of the committee for his negligence. The reports were adopted after President Kirkpatrick had explained that the Executive Committee's last protest to the C. T. C. of England against the stealing of the L. A. W. emblem.

Before the nomination of officers, Mr. Luscomb of Brooklyn presented a resolution setting forth that the action of the Board at its January meeting was not an affront to any Divisions, especially Pennsylvania and Maryland, and expressing the League's appreciation of every Division. This was unanimously adopted.

A resolution was prepared for presentation to the general meeting approving the action of the New York Legislature, which last week gave wheels equal rights with other vehicles on roads and in parks, and prohibiting discrimination against them.

The Transportation Committee's report was sent down by Burley Ayers of Chicago. The meeting then adjourned.

THE EXCURSION.

About four o'clock the steamer Charles P. Chouteau was thronged with the merry wheelmen and a large company of ladies, visiting the city, who started on a delightful run down the river to Montezano Springs. Visiting wheelmen were admitted to the privileges of the excursion on the presentation of their visitors' badge. After a brief stay at the Springs the party will return in the evening, dancing and promenading in the starlight. The boat picked up the overland tourists who took runs down and up the De Soto road.

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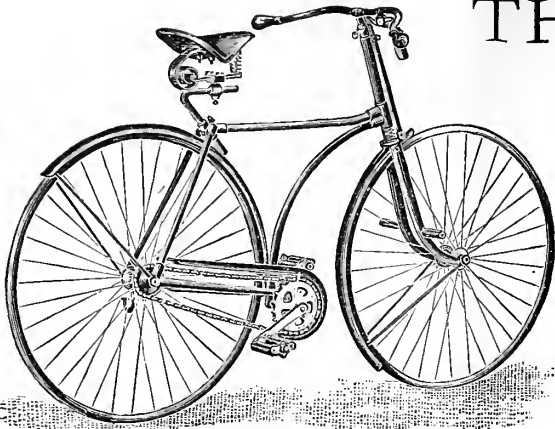
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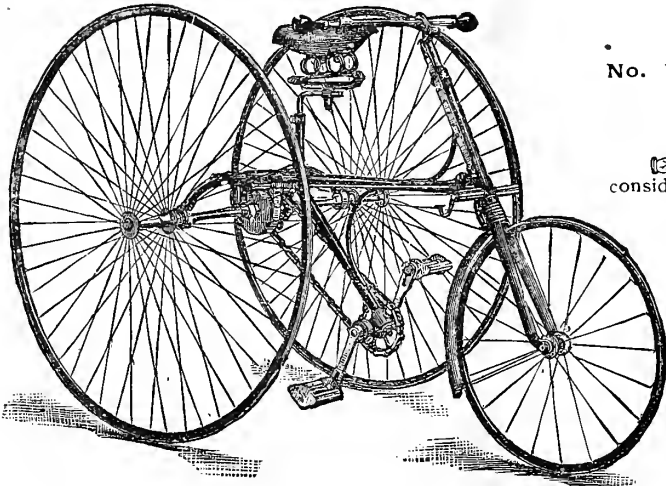
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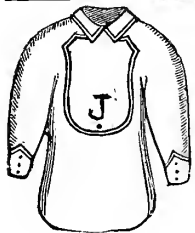
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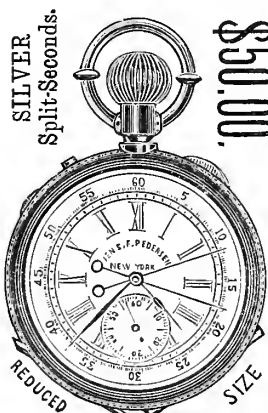


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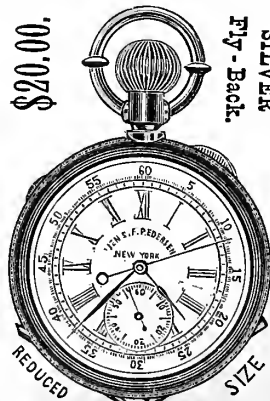
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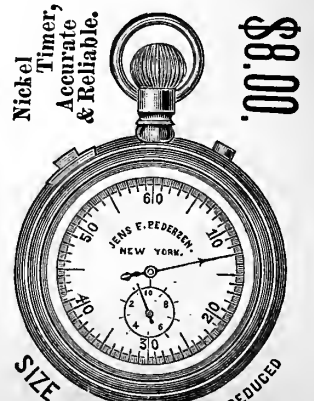
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JONAH'S JERSEY JOTTINGS.

As I know, Mr. Editor, that you want your space this week for more interesting matter than my jottings, and that you want to tell us "stay-at-homes" all about the jolly times at St. Louis that poverty and business have kept us from, I will trespass to a less extent than usual in your columns, and it is lucky for me that you want but little; for there is really but little to give you.

The minds of the boys are so taken up with the approaching road race that they will talk of little else. Everything points to a great day, a great crowd, and a great race. All the clubs are to be on hand, and all intend to have a run through the Oranges in the morning. They will all have to take a pretty early start, for the scorches will be sent in their journey from Hilton at one o'clock. The proprietor of the Hilton Inn is making great preparations to receive the wheelmen, and will utilize the large ball-room as a dining-room. He says that he will be ready to feed 450 men at noon, and that there will be no need of sending word ahead, as the first who come will be the first served. The banquet tickets will cost one dollar each.

Unless we have some rain between now and then the course will be several minutes slow, as in many places the stones have worked to the surface. It is good riding still, however, for this course is never really bad. The men are doing such good work that I fear I must retreat from my prophecy that 1.39 will not be beaten. If we are blessed with a good rain in the meantime, I look for something very close to 1.35.

I have done a great deal of figuring on the information I have and the stories I hear, but I must confess I do not see how the Kings County men are to be beaten if Hall and Valentine finish among the first four, Bridgman in the first ten, and Weber in the first twenty. And no one that I have seen ventures to place any of these further back than I have named. So I look for them to be winners again, though they will be harder pressed than they have been yet. As to who will chase them in is a hard question to answer, and I fear we will have to wait for the race for a response. If Powers is riding as fast as I hear he is and Edwards is among the starters and up to his old form, Halstead, of course, being always reliable, with any sort of a fourth man, I should pick the Harlems for second place, in the absence of any knowledge as to the strength of the Citizens, New York and Rutherford teams. Elizabeth will have to go on an average much faster than it has yet to be dangerous; but they are such a team of "kids" and "light weights" that it is hard to tell what they will do. Their average age is below twenty and their weight under 125, and twenty-five miles is a long distance for youngsters to go. The Ilderans have two good men, I know, but as to the other pair I am not informed. If the other Hudson County men can back up Stenken at all they should stand a good chance for second.

The Kings County four went over the course on Sunday. What they did I have been unable to learn. Kluge, Stenken, Greenman, and Bowman keep their wheels at the Irvington Hotel, and have a ten-mile spin every afternoon. Kluge is at work on a crank so as to get the hang of steering with the big wheel in front. He does very well considering he has ridden the machine but a few weeks. On Saturday afternoon this quartette had something that looked very much like a race for ten miles, with the following result: Stenken, 36:35; Greenman, 37:42; Bowman, 39:13; Kluge, 39:19. Considering the condition of the course and the wind that day, it strikes me that the pace was very fair.

On the same afternoon the Union County Wheelmen had a trial race with Pierson, Moore, Farrington, Burnet, Warner, and Hetfield as competitors. The times roughly taken on an ordinary watch showed for ten miles: Pierson, 43:00; Hetfield, 44:00; Moore, 44:30; Burnet, 44:45; Farrington, 48:00. Hetfield tired badly after this and dropped rapidly to the rear. The twenty miles were finished as follows: Pierson, 1:28:30; Moore, 1:30:30; Burnet, 1:32; Farrington, 1:39; Hetfield, 1:45. It was now Pierson's turn to grow weary, and Moore caught him at 23½ miles in 1:48, when he stopped. The others went on and finished the twenty-five as follows: Moore, 1:53; Burnet, 1:59; and Farrington, 2:05. These three, with Pierson, will probably be the team in the race.

I look for them to do much better than this when they have to, for they are all game and speedy riders.

I have not seen the entries, which close to day, but I am sorry to learn to-night that it is probable that the Brooklyns, Citizens, and New Yorks will not be among the starters. Twenty-eight, however, will be a big enough field to make a lively contest.

It may be of interest to look back at the performances of the Jersey boys in the past races of the association, who will probably compete in the present one.

C. A. Stenken, of the H. C. W., is the most prominent one, and on him we depend to bring to Jersey the individual championship. In the first race he finished second to Valentine in 1:42:40. He is in fine condition now, and is a much faster man than he was then. He is sure to beat 1:40, and under favorable conditions will crowd 1:35 with perhaps a little to spare. He was not a contestant last Fall.

Hallet Caldwell, the sixteen-year-old boy of the E. W., distinguished himself last Spring by finishing third in 1:48:14. He did not compete in the Fall. Although his business has allowed him to train but little, an added year of strength should enable him to make a fine showing.

L. B. Bonnett, of the E. W., was sixth in the Spring in 1:52:45, and seventh in the Fall in 1:45:25. This year he will ride a Star. Whether it will benefit his speed remains to be proven.

D. B. Bonnett and A. S. Bellinger are the E. W. substitutes, and one of them may ride. The former finished fourteenth last Fall in 1:52:17, and the latter eleventh in the Spring in 1:56:41. Bonnett now rides a Star.

The Rutherford men all competed in the Spring race, but none of them finished.

C. Lee Myers, of the H. C. W., led the field for three miles last Spring, and then was passed and did not finish.

Walter Barrows, of the E. W., ran a good race last Fall for fifteen miles, and rode himself to a standstill, so that he was obliged to give up the fight.

E. P. Bagot, of the H. C. W., competed in the first race, but failed to cover the finish line.

This will be the maiden effort of the Union County men as a team, Pierson, Moore, and Burnet have made creditable records in path and road races.

MAY 23, 1887.

BALTIMORE ITEMS.

We received a copy of the L. A. W. programme, and express our thanks for being so kindly remembered. "It's a beauty, and no foolin'."

Among the most pleasant little trips it has ever been our luck to participate in, was the one we took on Sunday last. We had as companions, "Egg" and "Fancy," of the "Ramblers," and "Zephyr," of the Marylands. The plot of the trip was, fun, the time, 1887, and the place, the Eastern Shore. Jokes were played upon each other from the time of starting until we arrived home. One was scaring your humble servant by threatening to put him to work on account of having no ticket when the supposed ticket man came around. We did about forty miles of riding, twelve of which were made in one hour and five minutes, good time considering the road.

Won't Bartlett be a big man on June 20 and 21.

H. L. Kingsland bids fair to become one of our best fancy riders as well as a racer. If he and Eberman keep on, look out for some great double acts.

The Maryland Bicycle Club has commenced its regular Wednesday night runs, and the first one was very well attended. If they will only keep it up they will regain their reputation as the hardest riding club in the South.

Let's get to work and give an all-day excursion down the bay some time this Summer, it will be a great success if properly managed, and all who go will want—like Oliver Twist—"some more."

Now hold your breath until June 20 and 21, and then let off all the steam and go in to show the visitors a "bully" time.

VICTOR.

NEW ORLEANS NOTES.

May, with its gentle zephyrs and cloudless skies, has not been up to the standard this year; for instead of the balmy breezes and clear heavens, we have had copious showers nearly every day, and, as this means muddy roads, our road fiends will have to content themselves with scorching on the asphalt. The rain last Sunday overtook on the road, one of our new riders, who straddled a full nicked wheel, and caused him much concern, as visions of his beautiful steed covered with rust, floated through his imagination. The afore-said rider is wiser now, and takes a becoming pride in telling how his wheel "was out in the rain last Sunday and there's not a speck of rust on it yet, either." Oh! for a sister who took pleasure in keeping bright a nicked wheel!

The rain also caused a postponement of a trip to Baton Rouge which Fairchild and Guedry had planned for yesterday, 19th inst.

On Monday, 16th inst., quite a number of the boys pulled themselves out of bed an hour or two earlier than usual and hid themselves unto Lee Place, from which point Prince Wells—who the daily press modestly refers to as "the champion trick and unicycle rider of America," and who has been filling an engagement here—had announced his intention of starting on a unicycle record-making ride. A few minutes after six o'clock Wells made his appearance, and shortly after announced that all was ready. Timer Rea mounted his wheel; the word was given; Wells stepped nimbly onto his ticklish looking steed, and the start was begun. The time for the first mile was not caught, but from there on it was as follows: Two miles, 14:25; three miles, 21:40; four miles, 31:55; five miles, 38:20; six miles, 45:50; seven miles, 57:30; eight miles, 1:05:46; nine miles, 1:15:55; ten miles, 1:24:58¼.

Five stops for rest aggregating thirteen minutes makes the actual riding time for the ten miles one hour nine minutes fifty-eight one-quarter seconds.

Messrs. Crane, Rea, Fenner and Guedry, of the N. O. B. C., acted as officers of the event. The course of the run was entirely over our St. Charles Avenue asphalt, and Wells was followed the entire distance by fully a dozen wheelmen. Prince had not especially trained for the occasion, having fully intended to attempt the ride later in the season at Louisville, but with a little urging he was persuaded to try it here, his object being more the establishment of a record than extraordinary time. Since the run was made, however, someone has started the report that there are already records for the distances, made about four years ago by F. F. Ives, but as nothing definite can be learned here, we will have to call on the Racing Board for information on this point, in the meantime we are congratulating ourselves on having stolen a march on the North and East by having the first record ride of 1887, take place way down here in the Sun-burned South.

Wells left for Louisville the evening of his exploit (having cancelled his other Southern engagements) and after a short visit to his relatives there, he leaves to join the Wilson and Ranken Minstrel Troupe, with whom he has a forty-five weeks' contract.

A little word in kindness spoken,

A kind deed, or a tear,

Has often healed the heart that's broken

And made a friend sincere.

No hearts have been broken; no tears have been shed, but a kind word has cemented the tire of fraternal feeling between two State Divisions L. A. W., so strongly that it will take a pretty close and ugly rut to loosen it. Louisiana, suggested a California man, for the Vice Presidency of the League. California appreciated it, and as it could not in person be represented at the annual meet, showed its gratitude by sending them five proxies to Louisiana's Chief-Consul to vote as he saw fit, thus making a weak and insignificant Division count for something. It was a graceful act on the part of California, and Louisiana appreciated it, and now the "Little Giant of the Pacific Coast" and the "smallest Giant of the Gulf Coast," have linked arms and are chums.

BI.

Mr. L. Roberts of the Pennsylvania club is about to take a trip through England, Ireland, Scotland, and part of the continent, on a tricycle. He will leave early in June, and expects to be gone until fall. Mr. Roberts is a well-known photographer, and his object is the securing of photographic views. He will fit out at Coventry, having a tricycle made that will be especially adapted for his requirements.

PHILADELPHIA POINTERS.

Chris Wheelers' little "History of Cycling in Philadelphia" now being published by the *Wheelmen's Gazette*, is not altogether as fair as some of us are accustomed to expect from the wily Chris. It is calculated to give outsiders an erroneous impression of the feelings in the Philadelphia and Germantown Clubs in early cycling days. At no time during the history of these clubs—and they were both in existence for some two or three years before Chris was heard of in this vicinity—has there ever been anything but the most cordial and fraternal feelings between them. And Chris altogether omits in his chronicle of the efforts made to get into our Fairmount Park, the two men to whom above all others the most credit is due—W. R. Tucker of the Philadelphia, and Joseph Pennell of the Germantowns. Mention might also be made of Dilwyn Wistar, the first Treasurer of the League, but Chris seems to have forgotten him also. Of course, it may be that Chris means to make mention of these parties in a later paper, but Mr. Hart and Mr. Blair are both given prominent places in the art gallery (though Mr. Blair has done comparatively little) to which they are not more entitled than the others mentioned,—and while Mr. Hart has undoubtedly done a great deal, yet as it is in the line of his business, he himself would be the last man in the world to claim special attention for his labors above that accorded his club mates.

On Saturday last, Mr. and Mrs. Harold R. Lewis of the Philadelphia Club were tendered a farewell run and dinner by the members of the club. The Lewis tandem has been seen very frequently on the road of late, its riders practicing for prospective European wanderings a-wheel, but it will be housed up this week and Mr. and Mrs. Lewis will sail for the shores of Albion.

"We Philadelphians cannot complain of the indifference of the local newspapers to the sport of cycling. The *Press*, the leading paper (*sic*) has a regularly engaged and authorized correspondent who furnishes a weekly article, mostly local, for that journal; the *Times* has the services of Mr. George Gideon, who provides the readers of the Sunday edition with a well-written, 'newsy' article; Mr. McOwen, our respected poet, has made the bicycling article in the *Item* a prominent feature of that paper.

"In addition Mr. McOwen is the Philadelphia correspondent of the *Gazette*, of Springfield, and Mr. Gideon for THE WHEEL (*sic*) and the *Bicycling World*.

"The *Press* and *Item* bicycling editors are members of the Pennsylvania Club, Mr. Gideon of the Germantown."—CALUMNY WALLACE, in *The American Asleep*.

Guess once more Collie dear; first you say I am "Lackawanna" and now "Don Caesar"—one more guess and then you'll want an undertaker's services.

MODERN FASHIONS.

"There once was a blooming old bloque
Who wanted a black velvet toque,
So he ordered a pair
Reinforced in the rear,
And put 'em in pickle to soque.

D—SY."

—in *American Aesthete*.

There once was a light-hearted moque
Who tried a committee to choque,
The committee we hear
Objected;—we fear,
The light-headed one had to croaque.

Arrah, now, Johnny! I'm wid ye! DIXEY.

KENTUCKY DIVISION CONSTITUTIONALIZES.

The annual meeting of the Kentucky Division, L. A. W., was held at the headquarters of the Kenton Wheel Club, No. 9 East Pike street, Covington, Ky., pursuant to the call of Chief Consul Edward H. Croninger, on Wednesday evening, May 18th.

A large number of local members were present, but not one from any other city or town in the State, except by proxy.

Cynthiana sent up nine proxies and its regrets, and nine other proxies, principally from Dayton and Newport, were handed in.

No person or proxy showed up from the direction of Louisville, which greatly disappointed the Covington boys, who expected a fight on the Secretaryship.

The principal business before the meeting was

the adoption of a State Constitution, and the election of a Secretary-Treasurer, besides the furtherance of the road-book scheme.

The adoption of the Constitution was the occasion of quite a long debate and considerable unnecessary wrangling.

It was drawn up by Mr. Rodgers in a condensed form, combining features, peculiarities and eccentricities from a good many other state constitutions.

Mr. Longley, now representative, wanted most of the articles as drawn up changed, to which Mr. Rodgers objected.

Mr. Longley wanted the Treasurer to give bonds, and Mr. Rodgers objected. So did others. They said there was no use giving a bond to an unincorporated association, which could not be enforced if it were given. Then the meeting switched off on the subject of incorporation. Mr. Longley wanted the Division incorporated. Mr. Rodgers objected, because, as he said, it would necessitate the issuing of stock and was in direct violation to the constitution of the League; neither of which objections are good, or true, as any association may be incorporated in Kentucky—hundreds of them are—without issuing capital stock; and further, as there is no such provision in the National Constitution—that any rational being ever heard of.

Finally they patched up a Constitution with a \$200 bond and no incorporation in it.

The Constitution, as adopted, will be printed in the road-book, which only awaited it before completion.

The road-book committee were instructed to finish their work and put the book out at the earliest moment.

The State was successfully gerrymandered in the by-laws, as follows:

First Division.—All counties west of the western boundaries of Breckenridge, Grayson, Edmonson, Barren and Allen counties.

Second Division.—Louisville is in the eastern border, and a list of counties too numerous to mention, make up the division.

Third Division.—Consists of all of the eastern and north central counties, the Blue Grass region, and in fact, is the division where most of the riding is done.

The meeting then proceeded to re-elect the present genial, efficient and proficient Secretary-Treasurer, Thomas J. Willison, who first read a report showing that the Division has in hand in cold cash the sum of \$95 41. The Chief Consul and Chairman, Mr. Ed. Croninger then asked if there was any further business to be transacted, and Mr. Hanauer rose and said there was; Then he stepped to the door and remarked to: person there standing, "bring in that further business." And thereupon some business in the shape of a couple of gallons of ice cream and numerous papers of cake was brought in, and a cool, refreshing silence reverberated through the room.

KENTUCKY NOTES.

Longley went to sleep after haranguing Rodgers over the constitution until his jaw dropped.

Cynthiana sent word that "Kenton's interest is Harrison's interest," and licked a special delivery stamp to put on the proxies so that they would be sure to arrive on time.

Tom Willison was elected secretary by acclamation, and Mr. Toie, in nominating him, referred feelingly to his past efforts for the good of the Division, and of his tremendous record as an ice-cream fertilizer or paralyzer.

The Louisville-Lebanon affair is taking on a new phase. Mr. Edwards says the money paid for membership to the Division was sent to Louisville per Horace Beddo, who was on a business trip in that part of the state. Step up Mr. Beddo or Mr. Dietzman and give us an explanation.

Chief Consul Croninger has appointed the following local consuls: Covington, H. S. Rodgers; Louisville, Chas. E. Currie; Dayton, H. W. Longley; Princeton, E. M. Johnston; Crescent Hill, Thos. W. Kennedy; Danville, Chas. L. Grant; Richmond, R. E. Turley; Cynthiana, H. H. Redmon; Newport, L. S. Smith; Lebanon, C. J. Edmonds; Mt. Sterling, T. W. Bassett.

During the debate on the Constitution, the clause providing how to pay money out of the treasury was being discussed. Somebody remarked "Yes, we have a clause showing how to get the money in, and we certainly need one to designate whose claws shall get it out." Fired.

It is said that Kinney Lowe of Newport, a well-known young man, and one who created quite a

name for himself as an expert polo player during the rinkum days, has applied for admission into the League of American Wheelmen.

There are some ugly rumors afloat regarding the selling of prizes by certain amateurs in the vicinity of the three cities. Another warning to look out for your pesky amateur standing.

H. W. Longley, Representative from Kentucky, took the club proxy of the Kenton Wheel Club along with him to St. Louis. He is dead set on admitting professionals to the League, as professionals, and claims that keeping them out just keeps the League back that much. He will be heard from at the meet. NORB.

THE MICHIGAN ROAD BOOK.

The Michigan Division, L. A. W., has just completed its road book, a copy of which has been sent us by Chief Consul Johnson. The book is of "pocket" shape, bound in leather and contains nearly 100 pages. Sixty-one different routes are given, and a number of fine maps are used. The book is entirely different in tabulation, etc., from the New York and other road books, but it is very complete, and reflects credit on the compiler. It is furnished free to the members of the Michigan Division, and sold to League members of other States for \$1.00.

THE BUSY WORLD.

Wheelmen will be pleased to learn that Mr. Henry C. Squires, 178 Broadway, has secured the sole United States Agency for the genuine Royal Mail. A loft sixty-five feet long is devoted to the bicycle department. The Royal Mail is much improved over last year's wheel. Its specialties are: A new pattern Trigwell's ball-head, much better than last year, hollow rims, detachable cranks, Brown's ball-bearings, detachable handle-bars, laced spokes, etc. The house is an old established one in the sporting goods line, and it will doubtless make a success of the bicycling department.

The Joseph J. Byers Epauletted Ventilated Waterproof Clothing Wheelmen will be pleased to learn that this firm is getting up a mackintosh waterproof for wheelmen. The success of the Byers mackintoshes is the system of ventilation with which the garments are fitted. Every living body is continually throwing out heat. When clothed with an air-proof garment, this warm air is retained underneath it. If the outlet were placed in the back, the garment would be ventilated from the bottom of the skirt upward to that point only, but above the point of ventilation, the warm air would remain as before; and besides, the current of cool air in the perforated part in the back, would be uncomfortably cold and damp. By referring to the coat illustrated in Mr. Byers' advertisement our readers can see how the required ventilation has been obtained, without the drawback indicated above. The arched shape of the epaulet is obtained in the following manner: The perforated, non-elastic part of the garment being carefully measured, and its surface across the shoulder ascertained, the part to compose the epaulet is then taken in hand; its measurement from back to front over the shoulder is allowed to be greater than the perforated and non-elastic part beneath it. Thus we find that the greater surface cannot be compressed or squeezed into the lesser, nor laid evenly over it. An arch or epaulet is thus formed which lets out the warm air from the garment but does not admit the entrance of rain, and adds greatly to the appearance of the garment itself.

Messrs. Spalding & Brothers are having a run on their "Sale" of imported wheels, which they are closing out at remarkably low prices. The Spalding bicycle, original price \$135, is being sold at \$100. Kangaroos are selling at \$90; original price, \$130. This firm is also agent for the celebrated Victor wheels, and also has a remarkably large stock of wheeling and tennis outfitings.

The New York Bicycle Company carry as large a line of second-class wheels as any house in the city. They sell at low prices and get rid of a large number. Their stock is always changing and one can always find something to suit him. They are also agents for the famous New Rapid wheels. Call and see the Pony Star they offer for sale.

AN AMERICAN ABROAD.

CYCLING IN GERMANY, VIENNA, DRESDEN—A GLIMPSE OF ROYALTY.

BERLIN, May 14, 1887.

DEAR WHEEL:—I have done no riding since I last wrote, nor even attended a race meet, so I have no particular story to tell. Many things of interest, however, have come under my observation, and perhaps it will be quite as well to devote the space this time to notes of travel, bicyclic, general, and otherwise. I came quite near having a ride in Munich; that is to say, the genial American acquaintance made at the hotel the night of my arrival, kindly offered me the use of his wheel, his police permit and his number, which I declined with thanks for obvious reasons. To tell the plain truth a Continental "cop" is not a man to run any risks with when one is prevented from holding up his end of the argument from inability to "sling the lingo."

There are three large, healthy clubs in Munich, notwithstanding the police regulations, and the members, as a rule, are as fine a body of mature men as I ever saw together on the wheel.

* * *

It has been a matter of surprise to me to find the cycle in such general use on the Continent. We all know how the case stands in England, but I did not know that every town over here has its bicycle club, and some of them three or four. Speaking of mature men, I was more struck with this point at the Munich race meet than in other places, for there the bearded men far outnumbered the young fellows with the first hopeful indications of hirsuteness upon their upper lips, and they were the most enthusiastic. I saw one jolly lover of Munich beer, in the parade, who would tip the scales at 300, I'll warrant. And the smallest was a "kid" of such tender years, and mounted on a wheel so diminutive that the whole thing appeared as a burlesque; and he rode at the head of the procession too.

* * *

My Salzburg acquaintances were men of my own age, stalwart fellows who ride the wheel solely because it saves time and is a practical affair for every-day use. I had heard so much of their mountain home, of its picturesque beauty and its quaint old streets, I was not sorry when our train reached the place, on our way to Vienna, to be told that we must lay over there six hours. Salzburg boasts a live club, but where the riding is done, or how it is done, within the city limits, is a mystery to me; for many of the streets seem crooked alley-ways, as often courts, entered one after another through low archways under buildings, forming a perfect maze. The place also boasts an old feudal castle or citadel, built in the eleventh century, which, during the middle ages, I am told, was the residence of the archbishops, who were princes of the German Empire. It is an imposing pile of stone and brick, perched upon the summit of a high hill, or rather an immense Craig, and is in fair state of preservation. It was my pleasure to weary myself with the long climb up to its battered portals, after which I entered, and shortly took another climb up the worn oak staircase leading to the top of the watch-tower—worn by the castle guards, doubtless, of centuries gone by; it was my pleasure, too, to look off, as they looked off, over the beautiful country now dotted with hamlets and homes in every direction save one, where snow-capped mountain peaks glistened in the afternoon sunlight. The place is now an immense barracks, full of Austrian soldiers; and what place in Europe is not?

* * *

Soldiers, soldiers everywhere, and in every country,—keeping the peace (?) of Europe. I have grown tired of the sight of them. They swarm in the streets, in the cafes, in the museums. They are your companions on railroad journeys, in treet cars, everywhere. Not long ago I had the sublime satisfaction of riding three hours with an Austrian officer and a dog, the three of us crowded into two seats in the apartment, the dog in the middle; and the man smoked vile cigars made of cheap Virginia tobacco, much in vogue in this section, costing about five Kreuzers each, or two and a half cents, and which were about seven inches long.

The German soldiers are a fine body of men,

but one soon tires of the strut and airs of the younger men, who seem to be upon a perpetual dress parade. I have seen no soldiers on the wheel yet, though I have heard of them.

* * *

I was so much occupied in Vienna that I had no time to look into wheel matters. The Sewing Machine agencies run the wheel business there. The city boasts the usual number of clubs, but wheels cannot be greatly used or I should have seen more of them. Vienna is a lovely place in which to spend money, a hard place to get about in, until you learn how, and a nice place to leave. Perhaps I am prejudiced, but I feel less at home there than in any other city visited.

One afternoon I rode out to the Summer Palace at Schonbrun, expecting to be dazzled with splendor and magnificence. Doubtless my visit to the old chateau at Fontainebleau, with its memories of royalty and splendor through the long line of French kings for many centuries, was partly responsible for the disappointment. But Vienna has its perfections: the perfection of feminine form for example, in one prominent direction, as seen *en promenade* at any hour of the day. Can it be fashion, or French corsets? Also the perfection of music,—and the perfection of building stone palaces out of brick, mortar, and cement stucco. I should like to own real estate in Vienna. Think of paying a forty-five per cent. tax on rents from this kind of property, and then a twenty per cent. income tax on the remainder! But the soldiers must be fed and paid, for white-winged peace must be sustained at all hazards. And women are the hod carriers, and are hitched to little carts, with dogs, to do their share in the transportation of merchandise about the city. I wish some of our "strikers" among American workmen could be transported to some of these European cities, and forced to remain a few months to study this phase of the labor question. It might make them more contented with their lots.

* * *

Dresden is a wide awake cycling centre, if one can judge from appearances. I was only there one day, but I saw quite a number of tricycles, and Saturday evening the cafes were as full of wheelmen as soldiers. They were young fellows, all of them, and looked very natty in their blue and gray uniforms. One young gentleman was covered with medals, and I presume was a local "flyer." I inquired if there was to be a race meet or other meeting, but learned that the boys usually came together in this way at the cafes occasionally, to hear the music and have a good time. They tell me that the roads are fair about Dresden and that there is considerable touring.

I met Frank Noyes, of the Capital Club, while in that city, and had a long talk with him. He is studying very hard and will some day come to America as a finished tenor, and I suppose will call himself Noijyii or Noisyi or something of the sort. He sends his best regards to all his friends in the States.

* * *

Continental bicycle clubs are far ahead of us in the matter of badges. These are no flat affairs stamped out of a thin piece of silver and barbarously engraved (though a few of them are) but are made in relief, from designs that are truly artistic, in silver, bronze and other metals or alloys. They are heavy and substantial, and a very pretty idea it is to set them in a fringe of silk with the club colors, a la Christmas card. Of course the fringe is very short, but it is effective, and the badge is something any man would not be ashamed to wear. I have seen a few enameled badges here in Berlin; they are pretty, but not so striking as those I have described. Give us something new in badges in America, and make it artistic.

* * *

I should not be surprised if the word "velociped" was dying out over here, or would be supplanted in time, for many of the clubs represented at the Munich meet had adopted the purely English name "bicycle club."

* * *

Last Sunday the streets of Berlin were full of wheelmen—poor fellows—pushing their machines over magnificent concrete, *on foot*, to reach ground in the parks and beyond, upon which it is lawful to ride. Think of this, Washington wheelmen! In imagination I see you wearily trundling up the avenue and out Fourteenth street, to reach the roadway leading to Soldiers' Home. Wouldn't it be superb! Yet wheeling flourishes in Berlin. There are large clubs, and the uniforms are as varied and as neat as one sees at home. The tan-

dem is quite popular and the two-wheelers of most approved patterns. But they have not yet come to cow-horn handle bars, as far as I have seen. If I have time, which is doubtful, will make some acquaintances here and learn more about the sport before I leave.

* * *

Saw the Emperor a few days ago. For a man over 90 years of age he is remarkably well preserved, and looks as though he did not intend to lose his grip on European affairs in the immediate present. When I saw him he was *not* riding a tricycle. Expect to be in London the coming week and hope to do some tandem riding, or at least try some sort of a wheel on the superb English roads. Till next time adieu

CHARLES RICHARDS DODGE.

THE INTER-CLUB RACE.

The Inter-Club road race will take place over the Irvington-Milburn course on Decoration Day, May 30, starting precisely at 1 P. M. The entries are as follows:

UNION COUNTY WHEELMEN—A. M. Pierson, E. B. Moore, T. H. Burnett and A. Farrington. Substitutes: John Z. Hatfield and J. E. Warner.

ELIZABETH WHEELMEN—L. B. Bonnett, W. H. Caldwell, W. J. Barrows and L. B. Bowman. Substitutes: A. F. Bellinger and D. B. Bonnett.

KINGS COUNTY WHEELMEN—H. J. Hall, Jr., E. M. Valentine, L. P. Weber and M. L. Bridgman. Substitutes: J. H. Knox and W. C. Marion.

HUDSON COUNTY WHEELMEN—C. A. Stenken, E. M. Smith, E. P. Baggot and C. L. Meyers. Substitutes: R. A. McAva and Frank Eveland.

ELDERAN BICYCLE CLUB—H. L. Bradley, H. Greenman, W. L. Richardson and J. W. Schoefer. Substitutes: E. Hornbostel, Jr., and H. Hornbostel.

RUTHERFORD WHEELMEN.—E. W. Dean, Jr., W. C. Ivison, A. P. Jackson and R. A. Burgers. Substitutes: F. T. Doolittle and A. L. Morgan.

The race will undoubtedly be the most interesting event ever held in this vicinity, and the event will attract a large throng of wheelmen. Many of the clubs have ordered runs through the Oranges, to wind up at the course, and others will attend in stages. Trains leave foot of Barclay street at 9.10, 10.10, 11.10 and 12.10, and from Christopher street ten minutes later. The station nearest the starting point is Maplewood, and the 11.10 train arrives in time for the race. The race will be started from the top of the Long Hill, just past Hilton.

HARLEM WHEELMEN NOTES.

Interest in the N. Y. and N. J. T. R. R. increases as time approaches for the race. The team and a large number of men will go over to Irvington on Sunday, and remain until Monday evening.

Halstead, Parker, Griffith and Pearse, constitute the team, with Locke and Steiner as substitutes. We do not expect to scoop the cup, but will be heard from well up in the ranks.

Great hopes we had that Powers would ride, but as he has a number of short races on hand, he concluded not to try. If he did, first place would probably be his, and fast time made.

The Morrisania Wheelmen have a Racket, so the invitation reads, on Saturday night, May 28th, and we are requested to attend and help things along.

Since the New York Bicycle Company, and Bartlett and McDonald have opened cycle stores, wheeling has been booming around here. Sixth avenue is filled every night with beginners, and a number of ladies hire three or four tricycles and ride up and down. We hope we will see some ladies' names upon our membership roll shortly.

We do not secure possession of our adjoining building until July 1st, and then we hope to have it finished, and remain settled for three years.

Mr. Walter Zugalla, our efficient Treasurer, has resigned, as he removes from the city, and Mr. Warren Clark takes his place.

I presume when I meet Mr. Schriver upon Monday, at the road race course, I will have to be prepared for a lecture on "Previousness." Because I supposed Halstead was the first man to climb Englewood Hill, and I never thought to mention him. I forgive him for the overhauling he gave me some weeks ago, as I know his weakness is to rush into print upon the slightest pretense, whenever he, or his club, is in danger of being robbed of any honor, etc.

RTCK.

THE AMERICAN TEAM IN LONDON.

LONDON, May 20.—Woodside, the American bicycle champion; Morgan, the champion long distance rider; and Temple, the trick rider, arrived here to-day and propose to test the skill of English professionals. They have just finished a trip through Ireland and Scotland. The Pall Mall Gazette of this evening contains the following interview with Morgan, who is managing the team. He said: "We have come across to hunt glory and dollars. We want to whip the best man England can show us, and I guess his name is Howell. If we can do that, that is if Woodside can, we don't mind the dollars so much. We shall race whenever we get a chance."

"Your man was beaten badly last Saturday by Howell at Leicester, was he not?" asked the Pall Mall Gazette reporter. The suggestion roused the patriotism of Temple, who replied warmly: "I reckon he made a good fight, all things considered. He made the pace so hot that twenty miles were run off in an hour and a few seconds, and if he could not spurt Howell in the last few yards, I guess Howell had not been training on a track like that at Aberdeen with a corner at every few yards."

"How did you like Aberdeen and its cycling population?"

"I cannot say I like it much," replied Temple. "Give me Ireland. Why, in Dublin the hospitality was so great that it could not have been greater. We were real sorry to leave there. Woodside did them the favor of lowering their records for them before he left."

"What is your next move?"

"Well," said Morgan, "next Saturday we race on the Alexandra Park track in a professional handicap given by the Finsbury Park Club, and on Monday Woodside meets Howell again for the ten-mile championship of the world. After that we shall possibly have plenty of opportunities of meeting the pick of English professionals."

"What are your impressions of the behavior of our English crowds toward you?"

"It could not be more generous. Win or lose, if they see merit they own up. When we win we shall get as good a time as Howell had last Saturday."

"You have done some wonderful long-distance rides in your time, Mr. Morgan."

"Certainly. But I am more of a business manager than in that line on this journey. Temple here can take care of himself in handicaps as he showed at Leicester last Saturday, and I hear the English are a bit struck with his spurt; but of course Woodside is our leading man, and if I could train him to beat Howell I should be proud."

"Do you think it likely that your man will win any of the matches?"

"Yes, I do. The man who made the pace when the world record, 22½ miles in one hour, was reeled off by W. A. Rowe, who has fairly and squarely beaten Fred Wood in America, must have a chance even with Howell, and I shall not disbelieve it till I am forced."—*Cablegram to St. Louis Post-Dispatch.*

KARL KRON ON THE HOME STRETCH.

EDITOR OF THE WHEEL:—The final pages of "X. M. Miles on a Bi." have gone into type to-day, really and truly. To-morrow will see these latest pages cast in cold copper, and "Wednesday, May 25," which my show bills name as "publication day" will see them printed. Next week, and each week after that, the binders will turn out 1,000 copies; and I feel fairly confident that I can put the volume within reach of New York subscribers and purchasers (at 12 Warren street and 313 W. 58th street) before June is ten days old.

Meanwhile, until my announcement of the actual facts appear in the advertising columns of THE WHEEL, I wish subscribers would refrain from writing enquiries as to "when the book may be expected." If they wish to receive my latest circular, giving a list of agencies in one hundred and twenty-five towns, where subscribers' copies will be sent by express for distribution, I shall be glad to mail such circular—together with specimens of my "seventy-five pages of indexes, containing 10,468 titles and 22,806 references."

During the three weeks since I wheeled up from Meriden, I've taken a four-mile homeward ride from the printing-office, almost every evening, in the dark—after midnight on two occasions. In about three weeks more, I shall wheel back to New York, and begin beating the gong as a book-agent for the sale of those 30,000 volumes at \$2.00 each.

KARL KRON.

West Springfield, Mass., May 23, 1887.

SUPPOSE WE PULL ON THE BRAKE A LITTLE?

A presumable dealer, whose courtesy I have not forgotten, although I had not the pleasure of learning his name, once asked the genial and rotund editor of the *Bi-World* to "don't let that damn *Wilcox puff his bicycle any more.*" The damn aforesaid does not wish to do so, being ready for the sake of peace to admit that it is the sum of all villainess; but having been asked by several to point out the practical objections to the Rover-type machine, and believing that mechanical laws and rational rules of conduct are older and stronger than the best and biggest of us, he is moved to take a spare half-hour in making some suggestions which may perhaps be of some use to many, though they chance to displease some.

In the first place, the Kangaroo type, which was a revival of a pattern that was unsuccessfully tried in the year 1881—instead of being the original and novel thing it was offered and extolled as being—is admittedly a failure in this country, although it is not yet so in England, and is not yet out of use there; I am not ready now to predict that it will go out there. Its great practical faults, other than its excessive small size, and its incurable trick of side-slip and the serious troubles of driving by two disconnected chains, which were the alternative to carrying the axle through the wheel itself. Its faults led to the so-called Rover-type, which also, instead of being "new" and the very latest novelty, is in every material particular, except one, a revival of the Bicycleette brought out in 1879, by Mr. Lawson, then with the predecessors in Coventry of the Rudge Works. This type of machine avoids the disconnected driving by returning to the most ancient type, the "boneshaker," and puts the axle just forward of the driving-wheel.

The best information I have—and I say this subject to correction if wrong, as I want to be correct on matters of fact—is that thus far machines of this type in use in this country, (most of them, I think, being Rovers themselves,) have not stood the rack well, and on roads and under usage rather better than they will generally have to encounter. That the most vulnerable places will be sought, and found, there can be no doubt, and I do not undertake to say where the machines will usually yield first; yet there are some parts in their construction which will have to bear a special load.

One of these is the vertical tube supporting the seat, which gets a severe straining in every direction from the leverage caused by having the load of the rider so far above its junction with the backbone. The Kangaroo as originally made by Hillman had a back support for saddle which was subject to the same difficulty; but this is much more severe, and I only think now of one other case in cycle-making which exacts so much from a simple tube. A few makers try to meet the difficulty by a stay running diagonally forward to the backbone, but at best this takes the straining leverage in only one line of direction.

The lower half of the vertical tube, holding the chain wheel, must stand the same sort of trial, and although it is provided with a stay running forward this also is incomplete; in fact, I was told, in England, that the twisting and springing of this tube laterally under the thrust of the pedals has already been found a practical trouble.

The back fork also gets a special load, and I have already known of enough cases of yield at that point to surmise that one of the troubles of the type will be found there.

As every student of cycle-making knows, a fully upright fork is the easiest as respects strain on the steering, and every degree of added rake increases the load to break the head and neck. The reason is obvious: the more you approach the ordinary angle of the rafters of a roof the more effect the load carried will exert to force the two extremities of the machine apart—in other words, to pry the head open or to break off the top centre of the neck. This was one of the trials of the old 'Extraordinary,' and I have been told (though I have no knowledge about it myself) that in consequence that pattern of machine proved very hard on heads. It is therefore perfectly clear that the enormous rake of the Rover type must give a hard trial, *pro tanto*, to the head, neck and front fork. The one particular alluded to above, in which the original prototype Bicycleette differed materially from the machine of to-day, was just this one of the rake; the Bicycleette had the fork nearly vertical and effected the steering by a pair of connecting rods from a dummy head placed on the backbone; the first Rovers made followed this example.

The brake on the Rover type, as on many makes

of the Crippler tricycle is seriously wrong in being on the front wheel instead of where the load is. This also will increase the strain on these machines in use.

Beyond all else, the *use itself* will perhaps or probably prove the hardest of the trials. The fallacy that a vehicle and its load can be shortstopped suddenly at good speed without damage to either one or the other, will certainly be illustrated in the old way, if put to the proof.

Now I want it understood that I don't attempt herein to point out where these machines will prove weakest, or even to predict that they will not be found impregnable; it is only the places and ways where they will get a very peculiar strain which I have tried to name. Is there any other thing to be fairly considered? One, I think, as suggested very well by the spirit of an old couplet I remember learning when a boy, thus:

"Be not the first by whom the new is tried,
Nor yet the last to lay the old aside."

The failure of the Kangaroo type, attended by about as much extravagance of laudation at the time as we now have over the Rovers, might better not be forgotten. Supposing some machine really and not merely professedly new and original throughout should appear, which way would be the more prudent for people who don't care to pay for tests in the public interest out of their own pockets—to rush headlong to buy the experimental thing, or to wait a bit and see whether it prove good? That is, is not the "novelty" of a pattern or of a particular machine the best reason for being slow rather than fast to buy it? I ask this question merely—I don't presume to answer it; but I venture further to suggest to my good friends who positively must have "the very latest"—invented yesterday and made to-day, if they could only find it—that all the risks of haste will be theirs, including the risk whether the type is really good at all in this country and the risk whether, if it is good, some alterations will not have to be made. Have you stopped to think of this?

This is a very old-fashioned view of the subject, yet I have never known a discarded toy to have much exchangeable value.

That I be not misunderstood as decrying for trade reasons an article I have not for sale, I must be permitted to add that I offer in market a geared bicycle which I believe in a good deal and a good deal more than I believe in any other. There is also abundant testimony to the fact that I do not at the same time advise caution in going after Rovers and urge haste in buying mine.

JULIUS WILCOX.

NEW YORK, May 21, 1887.

The following testimonials have been received by the Gormully and Jeffery Mfg. Co.:

CHICAGO, April 27, 1887,

GENTLEMEN:—I have had the pleasure of taking a beautiful header on my new "Light Champion," just because it ran away from me. My last mount, a Light Roadster, which cost me \$140, cannot be spoken of in the same breath as regards easy-running qualities. Your bearing is certainly the most easy running by far that I have ever tried, and if I don't "get there" in the Pullman Race, it will not be the fault of my machine.

Yours truly,
R. H. EHLERT.

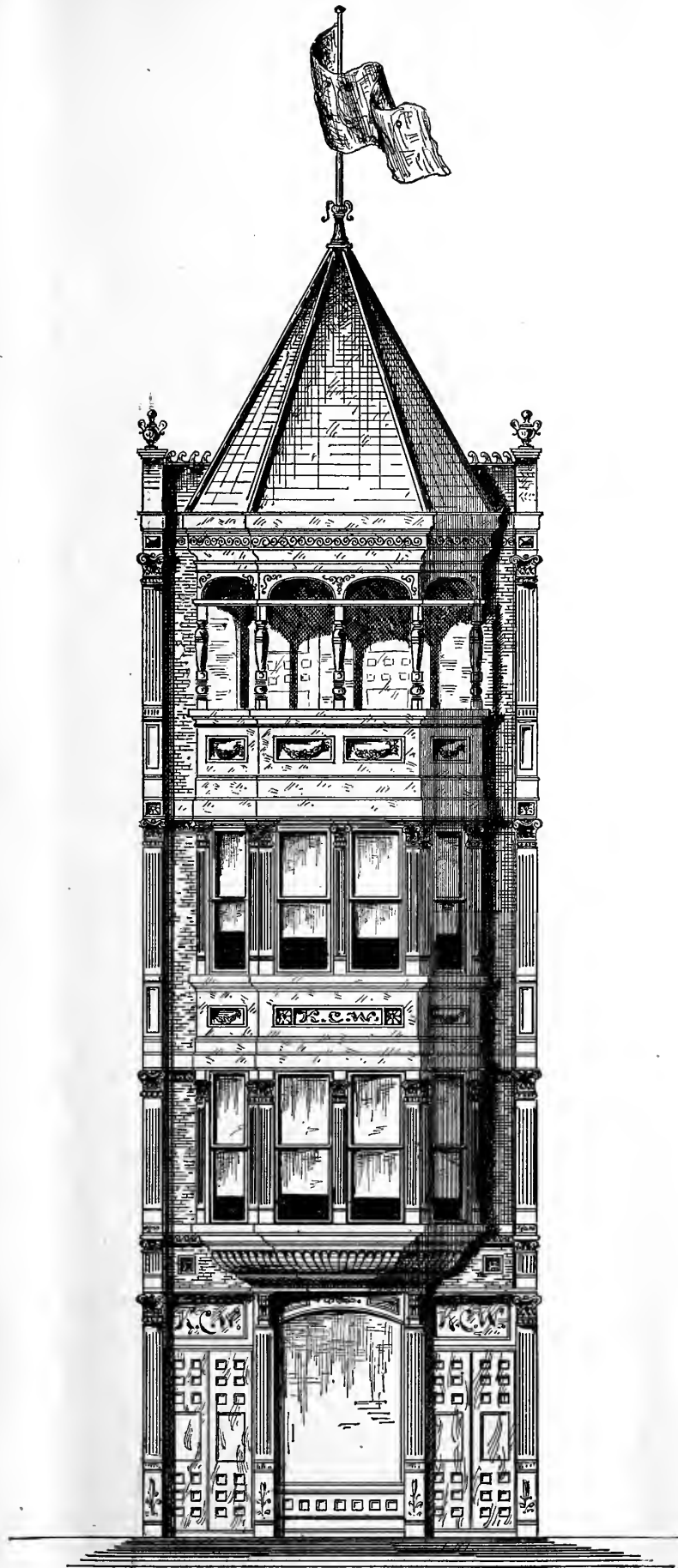
INDIANAPOLIS, IND., April 30, 1887.

GORMULLY & JEFFERY MANUFACTURING CO.,

GENTLEMEN:—Your "American Light Champion" was received last week. Since trying it, I have had every reason to be satisfied with the wheel. The bearings run well, the machine light, and the wheel rigid as a board; the ball-head has a perfectly free movement, without being too complicated; there is a good throw to the cranks that makes every kick count; but when it comes to the handle and bar, you have simply beaten your own record. A person with as short arms as I have is in a position to appreciate bars that are easily adjustable to any length of arm, besides you can get just the right purchase for a good solid pull. Every time I show the wheel to some 'cyclist' it is a case of "love at first sight." There will be many more here to keep it company before long.

Yours truly,
GEORGE S. DARROW,
Editor *Wheelmen's Record.*

Our Kentucky correspondent has enriched the language with "gerrymandered." Will "Norb" please get up a "Dictionary of Kentucky Colloquialisms" as a sort of "key" to his contributions?



The Kings County Wheelmen's Club House,

BROOKLYN, N. Y.

THE KINGS COUNTY WHEELMEN.

THEIR NEW CLUB HOUSE.

The constant and rapid increase of wheelmen in Brooklyn has, during the past few months, led the various bicycle clubs of the city to seek increased accommodations for their growing membership.

The Brooklyn's last fall rented a house in St. Felix Street, which has already grown too small for them; the Ilderan's moved this spring into a house in Lincoln Place, the Long Island's have temporary rooms in Fulton Street, pending the building of their new club house, and the Kings County's, whose present quarters, though more spacious than those of any of the other clubs, are inconveniently located for the majority of its members, have arranged for the erection of a new club house near the corner of Fulton and Bedford Avenues, that for size, convenience, and completeness of its interior arrangements, will surpass any similar structure in this part of the country, and be equalled only by one or two bicycle clubs in the United States—whose buildings cover more ground space.

The site of the building on Bedford Avenue, about one hundred feet south of Fulton Avenue, is in about the centre of the city, being midway between Greenwood and Greenpoint in one direction, and Fulton Ferry and East New York in the other.

The new elevated R.R. through Fulton Street will bring the bridge within ten minutes' ride of the club house, while street cars in every direction run within a block or two.

Opposite the house lies Brevoort Place, a short but beautiful street with a perfect asphalt pavement, affording an admirable meeting ground for occasions like the June and September street parades, when all the wheelmen of Brooklyn are invited to join in a moonlight ride as the guests of the K. C. W. The parade this year is already being talked about, and will probably include some new features that will make it even more attractive than usual to the crowds who line the route of the ride.

The club's new building promises to be one of the notable structures on the Avenue. It will be four stories in height, surmounted by a central tower. The front is to be of brick, iron, and terra cotta. The first story is level with the sidewalk, and consists of a large central window of plate glass, flanked on either side by broad doorways, one of which leads into the wheelroom, while the other opens on the staircase leading to the upper stories. The second and third stories are lighted by a bay or, correctly speaking, an oriel window extending across the entire front of the building, above which is a covered balcony with columns rising from the front to support the tower above.

The impression produced by the design is that of solidity and quiet elegance. On entering the building one will find a floor space seventy-two feet in depth by nineteen in width, broken only by the stairway at the right, and by two projections at the rear, six by eleven feet in size, one of which is the janitor's room, and the other encloses the rear stairway by which one may pass from the wheelroom to the floors above unobserved. The advantages of this are evident on a moment's thought.

Descending to the basement one will find the bowling alleys, and the oil, and storage rooms. A tool bench with all the implements likely to be of use to the amateur machinist, occupies a place in the rear of the wheelroom.

Ascending the handsome open staircase, one comes to the landing on the second floor, beyond which the stairway continues upward to the next story.

The second story is divided at the centre into two large rooms each thirty-six feet deep. The front one is the billiard and card room and will probably be the most frequented room of the house, the large oriel window affording a capital lounging place from which to view the sights of the avenue.

The rear room contains lockers along the walls, after the fashion of regimental company rooms, each locker being eighteen by twenty-four inches in size and six feet in height.

In one corner, corresponding to the enclosed staircase on the other side, is the bath-room, wash basins, and water closet.

The bath tub is of marble and both a shower and needle bath are to be put in.

Returning to the main stairway, which is four feet wide, and passing to the third story we find a hallway leading a dozen feet to the front of the building and opening into a fine room thirty-five by nineteen feet in size and twelve

feet high, whose lines are broken at the front by the curve of the oriel window and at the side by a elaborate fire place and chimney of terra cotta, the opening of which is five feet across. Airdoors of wrought-iron of beautiful design will give a resting place for the great logs of wood to be burned in the fire-place.

This room is to be the parlor, and having a hardwood polished floor will, with the library adjoining in the rear and the officers and ladies' locker-room beyond, be available for club receptions, dramatic performances, and other gatherings. The library is divided from the parlor only by an arch and portieres and communicates by a glass door with the officers' room at the rear of the floor, which in turn is connected with the ladies' locker-room opening from the head of the stairway. The convenience of this arrangement for amateur theatrical performances will be apparent, and for receptions the whole floor can be thrown open. The large rear stairway ends at this floor and a smaller straight stairs leads through the officers' rooms into the gymnasium on the fourth floor.

Passing up the main stairway to this floor we find a hallway running lengthwise of the building and leading to two rooms at either end, each nine and a half by sixteen feet in size, which are to be rented to members for bachelor apartments.

The remainder of the floor is devoted to that which will probably be the most attractive and valuable feature of the club house—the gymnasium.

The room is forty-two feet in length, fourteen in width and sixteen in height. It will be lighted from the roof. It is the intention of the club to fit the gymnasium with as complete a set of apparatus as its size will permit, and every practicable invention for developing the body will be introduced. Cycling does much for the lower portion of the body but the arms and chest are comparatively unexercised, except in rough riding.

To correct this unequal development the gymnasium will offer especial facilities for bringing up the back, chest, and arm muscles; and it is safe to predict that a year's time will show a decided improvement in the development and carriage of the members of the K. C. W.

The building is to be heated by steam, the boilers, &c., being placed in a structure adjoining the club house in the rear. Electricity will be the source of light at night, wires being laid for that purpose, though temporarily gas may be used, pending either the completion of certain plans for utilizing the arc light currents for incandescent lighting, or the extension of the Edison system to Bedford Avenue.

Having described, however inadequately, the club house of the K. C. W., a word about the club itself may not be inappropriate.

Organized in 1881 with six members, its career has been one of steady growth and prosperity, until it now numbers almost a hundred members, with several hundred dollars in its treasury and personal property to the value of fifteen hundred dollars.

Its initiation fee is but five dollars and dues eighteen dollars per year, payable quarterly. Compared with the cost of membership in other clubs offering far fewer advantages, its rates are extremely moderate. The use of a perfectly appointed cycling club house is itself sufficient return for one's dues, not to mention the unusual feature of a well equipped gymnasium and bowling alleys, while the fact of membership in the Kings County Wheelmen is no small advantage. Few clubs in the United States are better known among wheelmen and non-cyclers as well, and it is a common experience for members of the K. C. W., when touring through this or other States, to be saluted on passing through some town or city with the greeting from a pedestrian of "Hello, Kings County!" followed by self-introductions, the proffer of the speaker's services, and an invitation to make use of his club's quarters if "the K. C. W." remains overnight in the place. Everywhere one goes, the introduction: "A member of the Kings County Wheelmen" insures a cordial welcome and a feeling of fellowship that does not exist where the club as well as the member needs to be introduced.

No club in the State has done more to promote cycling and keep the wheel before the general public through the medium of parades, race meets and road riding.

Much space would be occupied to even mention the notable events in the club's history, or to speak of its famous drill team, its well known and speedy racing men, of whom Messrs. Hall, Jr., Valentine, Bridgman, Rich and Weber may be

named, or its members prominent in civil affairs—e. g., three of its members represent the wheelmen of Brooklyn in the Board of Officers of the L. A. W.; another is Secretary-Treasurer of the New York State Division of the League; another holds a similar position in the Interstate Road Racing Association, and the Chief Consul of the State and recently elected third member of the Executive Committee of the L. A. W., George R. Bidwell, is a veteran member of the Kings County Wheelmen.

Notwithstanding the official dignities borne by some of its members and the racing pre-eminence attained by others, the members of the K. C. W. are a very approachable set of men, always ready to lend a hand, to give directions to strangers, or to take the solitary wheelman into their company on runs, while any one visiting their present club rooms at 159 Clymer street may be certain of a cordial welcome and an evening enjoyably spent.

BICYCLIST WOODSIDE AGAIN DEFEATED.

LONDON, May 23.—In a ten-mile bicycle race at Birmingham to-day between Woodside and Howell, the latter won by ten yards. Both men maintained a moderate pace till near the finish, when they made a spurt. The finish was close and exciting. Time, 33m. 55s.—*N. Y. World.*

TO CALIFORNIA ON A BICYCLE.

A JOURNALIST'S TRIP.

HERKIMER, May 20—Several times has Herkimer county been brought into prominence by the acts of the daring citizens. Throughout the length and breadth of the State their history, prominence and worth, are well known and have received their full share of comments, praise and criticism. The county has been well advertised in the past.

When the Pope Manufacturing Company conceived the idea of giving a surprise to the bicycle world, by sending a representative mounted on one of their nickel-plated steeds, a Columbia bicycle, by overland route across the continent to California, naturally their eye turned to Herkimer county. And when a representative was sought who combined all the elements of grit and skill, and who could write up and picture in glowing colors the pleasures, beauties, privations, hardships and dangers attending this 3,000-mile journey, that eagle eye for business again turned to our popular young journalist, George W. Nellis, Jr.

Mr. Nellis was formerly the correspondent of the *Globe* in this village, but of late has been connected with the *Herkimer Citizen*. He is a bold and excellent writer, whose articles have received considerable notoriety and prominence; but have been read with satisfaction and compliments showered on his merits. Grit, and lots of it, is needed to undertake alone and unattended this perilous journey, which but few have succeeded in doing before him. But he possesses the required energy that will give success to the undertaking.

He expects to start from Herkimer on his journey about May 24th. He will be accompanied as far as Niagara Falls by Charles P. Avery. Arrangements have been made with the press and letters will be sent along the line of travel. Chicago and Detroit are on his route and from there we expect base ball news in large quantities. It will be from Cheyenne, Salt Lake City, the National Park, and the roaming wilds of Wyoming that the pen of the writer and traveler will get in its work. Here startling news of hair-breadth escapes and letters fully portraying the crimes of polygamy and Mormonism we expect will be the subjects for his pen, and the same are looked forward to with interest. He expects to be about three months on the journey, and his many friends in this vicinity wish for him nothing but success, good luck and pleasures, on his trip from Herkimer until he enters triumphantly the city of the Golden Gate.—*Herkimer Exchange.*

Henry Sturmev is engaged on the production of another edition—the sixth—of the "Indispensable Bicyclists' Handbook," which will, it is hoped, be published in three or four weeks time. The last edition, which was issued in 1882, has been out of print now over two years, and the "Handbook to the Safety Bicycle," issued in 1885, is also out of print. The new edition will embody the subject matter of both these works, and will form a complete encyclopædia on the subject of the bicycle and its construction.—*The Cyclist.*

WHEEL GOSSIP.

Lynn, Mass., will enjoy a race meet on May 30.

The Harrogate Meet will be held this year from July 29 to August 3.

The Long Island Wheelmen will have a moonlight run on Wednesday, June 1st.

Princeton College games, held May 18.—Two-mile Bicycle Race: Voorhees, 7m. 14½s.

Harvard spring meeting, held May 14.—Two-mile Bicycle Race: J. H. Merrill, 6m. 31s.

Lehigh University sports, held May 14.—Two-mile bicycle race: C. H. Miller, 7 m. 50 s.

Swarthmore College field meeting, held May 14.—One-mile Bicycle Race: Lightfoot, 3m. 40s.

At Yale College games, held on college grounds May 18.—Two-mile Bicycle Race: B. C. Work, '89, 7m. 17½s.

Wesleyan College games, held at Middletown, Conn., May 16.—Two-mile Bicycle Race: W. H. Treat, 8m. 03s.

We are asked to announce that the Bay City Wheelmen, of San Francisco, have removed to 230 Van Ness avenue.

A favorite dining and meeting rendezvous with Brooklyn bicycle and tennis men is Dieter's hotel, opposite the City Hall. Fine meeting rooms can be engaged at reasonable prices at this convenient hotel.

BACK NUMBERS WANTED.—We will be grateful to any of our readers who will return us any of the following back numbers of THE WHEEL: January 29, February 12, February 19, April 2, 1886, and February 4, 1887.

An interesting local event will be the inter-collegiate championship games, to be held at the Manhattan Grounds, 86th street and Eighth avenue next Saturday afternoon. An interesting event will be the two-mile bicycle race.

Mr. Jens F. Pedersen is busy getting out an immense order, consisting of over a thousand pieces, which he received from Japan. The ladies and gentlemen's cuff buttons, shirt buttons, earrings, etc. are very handsomely designed.

A two-mile bicycle-handicap race will be held at the Manhattan Athletic Club grounds, 86th street and Eighth avenue, on Saturday, June 4th, at 4 o'clock. Entries close on Saturday, with the Secretary, 575 Fifth avenue, New York City.

A Mr. Goodmanson, a real estate broker on Fulton avenue, Brooklyn, who is unable to use his legs, attends to business on a tricycle, specially built for him, which he propels with his arms. He gets a remarkably fast pace out of the machine.

The Founder Of Cycling Journalism. The *Cyclist* announces the death, on April 23, of Mr. Benjamin Clegg. In 1876, Mr. Clegg established the first cycling newspaper, the *Bicycling News*, which, for several years, was the leading cycling paper.

Mr. P. Harard Reilly was unable to leave for Europe last week on account of illness. He is at present at Hartford, Conn., but will sail next week. Mr. Reilly will tour through Germany, Switzerland, France, England, Scotland and Ireland.

The Bedford Cycle Club will attend the Inter-Club race in stages, which will be decorated by day and illuminated by night with the club colors. The lady friends of the members will ride on the stages, and the members will bring up the rear on their wheels.

A two-mile bicycle handicap will be held by the New York Athletic Club on their grounds, June 11th, at 3:30 P. M. Entries 50 cents; close June 4th, with Otto Ruhl, 104 W. 55th street, New York. The prizes, which are very fine, are on exhibition at Messrs. Devlin & Co's.

Mr. E. J. Schriver, and a club mate of the New York Club took train on Saturday for Worcester, Mass., from which place they rode on their wheels to Boston. Sunday was spent touring on the Boston roads, and the tourists returned by train on Monday, well satisfied with their trip.

On Saturday last, at the athletic games of the University of Pennsylvania, W. B. Page, the bicyclist again beat the running high jump by clearing 6 ft. 1 inch. Mr. Page will compete at the inter-collegiate games to be held at the Manhattan Grounds, New York City, on next Saturday.

Karl Kron asks us to announce the historic fact that the last page of "X. M. Miles" was electrotyped May 24th, at 5:15 P. M.

A subscriber at Rosenberg, Texas, writes us that there is not a bicycle in the county, and that four or five ponies can be purchased for the same price asked for a good wheel.

The English Bungalow Village, described by us some few weeks ago, is flourishing. Fifteen new members joined in one week, and a pleasant feature is the fifty cent *table d'hote* dinner, served every Sunday at two. We think it feasible to establish a Village either at Boston or in the Oranges. Some club should take hold of the matter.

Our St. Louis correspondent, specially engaged to report the League meet, failed to fill his contract, consequently we are unable to report the Clarksville Road Race, beyond the fact that Neilson won in 6h. 49m., with Doane second and Crocker third. The first two men rode Victor wheels.

The Citizens and New York clubs will have an inter-club contest over the Irvington-Melburn course, starting at 11 o'clock. The teams will probably consist of: Citizens—Messrs. Fontaine, Barnard, McCormick and Smith. Substitutes: Taylor and Fischer. New Yorks—Messrs. Jiminis, Shriver, Montanye and Paynter.

Singer's Victoria six-in-hand was given its first trial in Boston on May 17. The machine, which is the property of the Boston Club, was ridden by the following gentlemen: W. B. Everett, Frank W. Weston, W. G. Barton, E. C. Hodges, Gideon Haynes, Jr., and Geo. B. Woodward. The machine was driven over various roads in the vicinity of "Bicycle Corner," and was quite a success.

The Maine division of the L. A. W. held its second annual meeting in Portland Thursday. Wheelmen from Portland, Biddeford and Saco to the number of thirty-five were in attendance. Secretary-Treasurer A. L. T. Cummings, of Biddeford, was re-elected to that office. A movement was made relative to the compiling of material for a Maine road book.

The Brooklyn Bicycle Club will leave their club house on Saturday afternoon, May 28, at 3:30, for their Decoration Day Tour. The 4:30 boat will be taken to St. Georges, Staten Island. From St. Georges, the club will wheel to Tottenville and take boat to Perth Amboy, passing Saturday night at the Central Hotel. Sunday, wheel to New Brunswick, Bound Brook and Somerville—dinner, thence to Orange and Newark, lodging at the Continental over Sunday night. Monday, through the Oranges, and to the Inter-Club road race course.

We had the pleasure to receive a call the other day from Mr. Poultney Bigelow, the editor of *Outing*, who is paying a visit of some months to this country. Mr. Bigelow is much interested in English cycling and cycling journalism, and we were flattered by his approval of the awful disorder of our office, which he said reminded him of his own, and looked like work. Mrs. Bigelow is paying us the compliment of deferring her cycling *debut* until she can start on English roads, our American *confrere* being about to make a tour of the British Isles on a tandem with his wife. We hope that any readers of *Wheeling* who may come across Mr. and Mrs. Bigelow will show them any attention in their power.—*Wheeling*.

In order to be perfectly fair to both parties, we publish the following paragraph from the *Cyclist*.

That erratic and amusing individual, "Karl Kron," seems to have a few stock phrases derogatory to E. R. Shipton which he repeats parrot-like at every opportunity, so when we see his signature in an American paper we know pretty well what's over it. In his latest this irrepressible writer and rusher to conclusions asserts that E. R. Shipton "effectually muzzles these two papers also," referring to *The Cyclist* and *Bicycling News*. On this point we will content ourselves by giving the veracious gentleman in question the lie direct. We would also mildly remark that Mr. Shipton had, and has no more to do with the award of the C. T. C. printing contracts than Karl Kron himself, and that, if he will only take the trouble to glance at the imprint of this paper, he will see that Messrs. Iliffe and Son are not "the owners of *The Cyclist* and *Bicycling News*" as he with equal veracity asserts.

The local scribes are beginning to write up the prospective fast men for the coming season. A favorite theme is a comparison of the racing

abilities of Messrs. Rich and Powers. It is a case of "off with the old love and on with the new," as most of the scribes write up Powers and write down Rich. There is no doubt that Powers is a good man. Indeed, not two weeks since, we thought in print that he was a first-class man. But he has not proven himself the equal of Rich, who gave him forty yards in the mile at Roseville last fall, and spun through half a score of men to the tune of 2:40 4-5. Of course no one can tell what the coming season may develop. Powers will certainly improve, and will probably take rank among the fastest amateurs of the country. But it will be many a day before he can point to as good a record as Rich's, and until he beats him off the mark, the local scribes should use the ink of admiration sparingly. Men's heads have been turned by adulation fed in too large quantities.

Lawn Tennis.

FIXTURES.

Sept. 6-9—Orange, N. J., Lawn Tennis Tournament.

June 8, 9, 10—Brooklyn Hill Tennis Club Tournament.

June 13 and following days—New Haven Lawn Club, New England Championship Tournament.

June 1-4—Championship of Middle States, St. Georges Cricket Grounds, Hoboken.

June 13-16—New England Championship at New Haven Lawn Tennis Club Grounds.

June 22-24—Orange Lawn Tennis Open Tournament, Mountain Station, N. J.

July 1-4—Young America Cricket Club's Invitation Tournament, Stenton, Philadelphia.

July 4-7—Championship Tournament Western States, Scarlet Ribbon Lawn Tennis Grounds, Chicago, Ill.

July 11-15—Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.

August 2-4—Open Tournament at Boston.

August 9-12—Open Tournament at Bar Harbor.

August 16-20—Invitation at Nahant.

August 22-25—United States National Association Championship.

CHAMPION RENSHAW'S PLAY.

A writer in the *American Cricketer*, outlining the prospects for tennis in England this season, explains as follows the phenomenal success and continued prosperity of W. Renshaw in that country: "Those of the older players who headed the list when the pastime was in its infancy continue to retain the foremost positions, and although the number of players has increased a thousandfold, there are but one or two who can be said to have reached the first class during the last three years. The reason of this continued superiority of the older players is due to the fact that the game is not yet fully developed. The 'cracks' go on improving as rapidly as the newer aspirants for honors, and there can be no doubt that W. Renshaw is, at the present time, playing a stronger, more varied and more scientific game than he has done in any previous portion of his distinguished career. To the beginner the play of the champion appears to be perfection, but that this is not so he himself demonstrates. Each season he invents, learns or improves upon some new stroke or manoeuvre that strengthens his attack or develops a fresh strategy of defence to puzzle his opponent. The newer players can only learn these by close observation of the champion's play or by practice with him. This is not easy to obtain, and thus we find him still occupying pride of place as he has done for the past six years."

NEW HAVEN LAWN CLUB.

CHAMPIONSHIP OF NEW ENGLAND.

The New Haven Lawn Club will hold a tournament open to all comers at its grounds on Whitney avenue, Monday, June 13th, and following days. Events: Gentlemen's singles and doubles.

Prizes will be awarded to the winners of first and second places in the singles and to winners of the first place in the doubles. In addition to the first prize in the singles the club will offer the "Championship of New England Prize," which must be won three times, not necessarily consecutively, to become the property of the winner.

Matches will be best two out of three sets in the trial matches, with advantage games only in the odd or deciding set. In the finals, best three out of five sets will be played with advantage games throughout. All players defeated by the winner of the first prize in the singles shall have the right to compete for the second prize.

The rules of the United States National Lawn Tennis Association shall govern all play; other questions shall be decided by the committee of the club in charge of the tournament, whose decision shall be final. Wright & Ditson's balls, as adopted by the National Association, will be used.

Play will begin at 3 P. M. on Monday, June 13th, and at 10 A. M. and 3 P. M. on the following days, and any player who does not appear promptly will be disqualified.

An entrance fee of \$2 for the singles and \$4 for the doubles must accompany each entry.

Players are requested to state, in their notices of entry, the names of the clubs to which they belong, in order that members of the same club may not be drawn against each other in the first round.

All entries must be made on or before Saturday, June 11th, to

ARTHUR S. OSBORNE, Sec'y,
New Haven, Conn.

SOMERVILLE TENNIS CLUB.

The Somerville, Mass., Tennis Association held its annual meeting recently at the residence of the president, John L. Nichols, on Central street. Mr. Nichols presided, and Charles M. Hemenway acted as secretary. But four resignations were handed in, and the membership is now about seventy-five with twenty applications for admission not acted upon. A motion to change the eighty membership limit to one hundred was voted down. It was voted to join the Middlesex County Tennis League, and the president was chosen as the delegate to represent the club in the same. The treasurer reported the club to be in good financial standing. It was voted that the annual assessment of male members be \$5 and female \$2.50. Ladies who give notice within two weeks that they will not use the courts will be exempt from the annual assessment. It was voted that the date of the annual meeting be changed from the second Monday in May to the first Monday in April, to conform to the League, which meets one week later. The following were elected officers: President, E. F. Woods; Vice-President, Frank W. Downer; Treasurer, Frank E. Dickerman; Secretary, Miss J. W. Lowe; Executive Committee, Williston Lincoln, Mrs. Emma Nichols and Harry W. Wiggin.

CHAMPIONSHIP OF MIDDLE STATES TO BE CONTESTED ON ST. GEORGE'S GROUNDS.

The tennis championship of the Middle States will be contested under the auspices of the St. George's Cricket Club on the grounds at Hoboken on June 2, 3, and 4, play beginning at 3 P. M. each day. The St. George's club offers a silver challenge cup of the value of \$250. The conditions with the cup are that it shall be held by the winner of the championship each year until it shall have been won three times by the same player, not necessarily in three successive years, when it shall become the property of the player so winning it. The tournament is for singles only, and is open to all comers. Each match will be for the best three sets out of five. In the time matches advantage games will be played only in the fifth set of such match as may require five sets to decide; in the final match advantage games will be played in each set. The tournament will be governed by the rules of the United States National Lawn Tennis Association, and the Wright and Ditson ball will be used. The entrance fee is \$2, and must accompany the notice of entry. In order that members of the same club may not be drawn against each other in the first round, it is desirable that players entering state the name of the club with which they are connected. Walter Trimble, secretary, 160 Broadway, New York, will receive entries up to twelve o'clock on Tuesday, May 31. The committee in charge of the tournament consists of Messrs. M. G. Post, B. Mostyn, J. H. Smith and H. W. J. Buckall. Among the entries already assured for this tournament are Clark of Philadelphia, Slocum of New York, Brinley of Trinity College, Fred Mansfield and Quincy A. Shaw, Jr., of the Longwoods, and possibly Beckman of New York, winner of the all-comers at Newport last season.

TENNIS GOSSIP.

Club secretaries will oblige by sending us news notes, fixtures, etc.

It is estimated that there are thirty clubs in New York, owning their own grounds.

The Harlem Lawn Tennis Club play on a private ground in 130th street, between Madison and Fifth avenues.

The Franklin Archery Club, of Nutley, N. J., is adding two earth courts to its already large tennis grounds.

The Far and Near Lawn Tennis Club is improving its grounds at Hastings. It will hold its fornal opening on Decoration Day.

Cyrus W. Field has been seriously thinking for some time past of building a Casino, modelled after the one at Newport, at Tarrytown.

Central Park has two hundred and fifty clubs. There is a movement on foot to form an Association, similar to the Prospect Park Association.

The Brooklyn Hill Tennis Club will hold a tournament on its grounds, open to players residing in Kings County and New York City, June 8, 9 and 10.

The Brooklyn Heights Lawn Tennis Club has obtained a plot of ground on the corner of State and South streets. A number of clay courts will be made.

The State Street Lawn Tennis Club has been organized at Camden, Philadelphia, with headquarters at Third and State streets. Edward Blakely is President.

There are over four hundred clubs who play at Prospect Park. Eighty of these have joined the Prospect Park Lawn Tennis Association, which will play a series of handicap tournaments during the season.

The New Haven Lawn Tennis Club has at present 250 members, which is the charter limit, and numerous applicants are awaiting admission. The organization is in a very healthy condition financially. It has no debts and a snug \$2,300 in bank.

Fred Gillette, formerly of the Longwood Cricket Club, at present a resident of Springfield, is a member of the Springfield Lawn Tennis Club, and he and Henry G. Chapin of Springfield are to make a bid for honors in doubles in some of the tournaments.

Earnest Renshaw has improved so much since last year that it is now thought by many he is second only to his brother, the champion. Lawford has held that honor, however, and has many adherents who believe that Earnest Renshaw cannot possibly be his equal this year.

The Orange Lawn Tennis Club is having its beautiful grounds at Montrose, N. J., enlarged, and an extensive addition built to its club-house. This is in anticipation of holding the doubles of the national tournament there Sept. 6. Later in the season the club will build a grand stand along the exit carriage drive.

The Dorchester Lawn Tennis Club has elected the following officers: President, F. W. Lincoln, Jr.; Treasurer, E. Howard Gay; Secretary, C. S. Sharp. The membership has been limited to thirty and the list is full. The grounds at Bellevue and Quincy streets are in fine order, and were opened for play yesterday. The club will hold tournaments May 30 and June 17 for singles, doubles and pairs, and a full tournament is also in contemplation.

The Mount Pleasant Lawn Tennis Club, of Woburn, has elected the following officers: President, Warren N. Blake; Treasurer, Henry P. Davis; Secretary, E. H. Lounsbury.

Narragansett Pier has not yet secured a professional for the coming season. Last year Will Pettitt was in charge of the grounds at the pier, but his services were in demand at Springfield, and there he is now located.

The tournament of the Middlesex County Tennis League will be held May 28 and 30, and the events are open to the following clubs: Winchester, Somerville, Woburn, Melrose, Reading, Lowell and Tufts College. The tournament will be for singles and doubles, and first and second prizes will be offered. The entrance for each event is fifty cents. The balls and rules of the National Association will be used. The tournament will be held on the grounds of the Winchester Tennis Club.

During the past week R. D. Sears, champion, and Fred Mansfield have had some interesting play on the Longwood grounds. On Monday, Mansfield, taking the odds of 15, defeated Sears 4 sets to 1. They continued to play with the same odds given and taken on Tuesday, Wednesday, Thursday and Saturday. Tuesday Sears won 5 sets to 1; Wednesday Sears won 3 sets to 2; Thursday, when play ceased, they were 2 sets all, and yesterday they finished at 2 sets all. Yesterday Champion Sears gave Quincy A. Shaw, Jr., half 30, and won, 6-2.

At the Hyde Park Lawn Tennis Club's covered court in London recently, Earnest Renshaw, brother of the champion, played an exhibition game with Lewis, who defeated E. L. Williams for the championship. Lewis was slightly fatigued from his previous exertions, and for the first game or two appeared all abroad. Afterward he pulled himself together and some grand play, far in advance of anything in the championship round, was witnessed by the admiring onlookers. Renshaw was in rare form, and soon reached five games to two. Lewis then won three games in succession and games all was the order. Some very fine rallying took place in the next two games, which Renshaw won, the set closing at 7 to 5 in his favor.

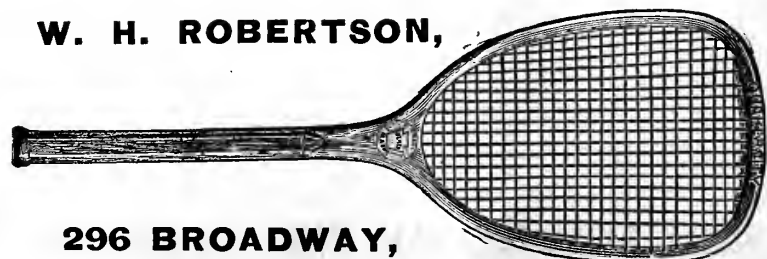
THE LAWN-TENNIS SEASON.

The return of the lawn-tennis season finds no abatement in the popularity of this ancient English pastime. History tells us that it was a favorite game with the nobility in the time of Henry VIII. But the game of that day greatly differed from the game as played at the present time. Like all outdoor pastimes, it has undergone many improvements. In this country it came very rapidly into favor. It is said that the first complete set was imported by a New York gentleman, and played on the lawn of his summer residence at Newport in 1874. James Dwight of Boston is also credited with having had the first set of tennis in this country, and to have played with it at Nahant about the same date. He soon learned the game, and was our most expert player for many years. He is one of the best authorities on the rules of the game to-

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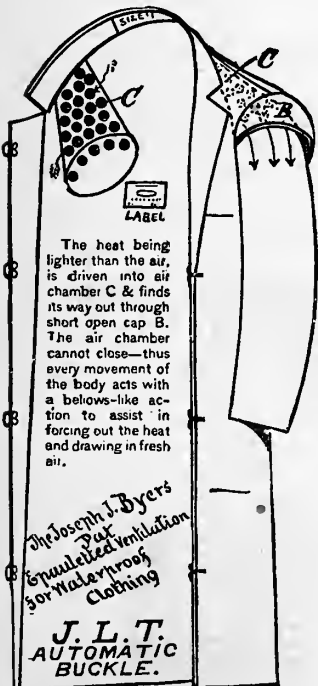
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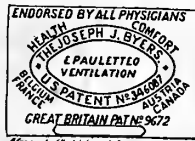
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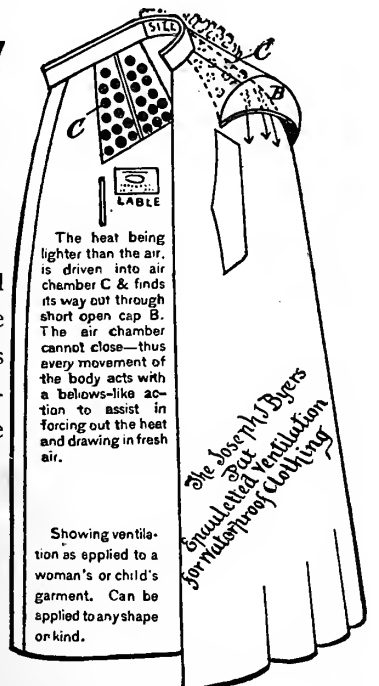


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day. R. D. Sears, the present champion of the United States, was his pupil.

For the past four years the game has become extremely popular at our fashionable summer resorts, and there is scarcely a private residence with a lawn large enough to accommodate the game where the white tennis net is not stretched out, fastened at either end with the familiar poles and guy ropes. "It's the proper thing."

It is the only game that can be indulged in without possibility of injury, and is a favorite one with those who cannot excel in any game requiring special physical strength. At the same time it is held in great esteem by those who play the more athletic games of base ball, cricket and lacrosse, inasmuch as it affords opportunities for a higher degree of skill than almost any other outdoor sport, and calls for judgment, patience, pluck and endurance. Again, it is an excellent game for the ladies, for it affords them the very kind of exercise they most need, and it is one in which they can compete with gentlemen on about equal terms.

A few years back lawn-tennis was widely regarded as child's play, lacking the element of science, and not fit for adults. But a visit to the grounds of any of the leading clubs, when a contest is in progress between the best players, soon convinces any one that there is much skill in the game, and that it is, properly played, very different from the game as we see it on a friend's lawn by beginners. A trial once given, scepticism will give way to enthusiasm. The merits of it are many; in fact, it is doubtful whether any sport has been so beneficial in its results to the young of both sexes.

That tennis has been firmly established in this country as one of the leading field sports is shown by the large number of lawn-tennis clubs and associations that have been formed. A few of the leading clubs are the Young America of Philadelphia, the St. George's of Hoboken, N. J., the Orange of Orange, N. J., the Staten Island of New York, the Far and Near Club of Hastings-on-the-Hudson, the New Haven Lawn Club, Conn., the Longwoods of Boston, the Rochester Club of Rochester, N. Y., and the Blue Ribbon Club of Chicago, Ill. These clubs have from 10 to 20 courts each, some of clay, others of grass, and large memberships. They have their annual tournaments every spring for members only, and fall tournaments open to all comers, when suitable and costly prizes are given for both single and double games.

The principal association tournaments are those of the United States National Lawn Tennis Association, the Intercollegiate and the Western. The first-named association embraces over one hundred clubs throughout the United States, and its annual tournament for singles is said to be held at the Casino grounds, Newport, August 22d, and following days, and for doubles at the Orange club grounds, Orange, N. J., September 6th, and following days. This is for the championship of the United States, now held by R. D. Sears of Boston in singles, and by Sears and Dwight in doubles. Intercollegiate Association is composed of clubs from the following colleges: Harvard, Yale, Trinity, Williams, Brown, Amherst, Princeton and Columbia, and its tournament will be held on the grounds of the New Haven Lawn Club at New Haven, Conn., in October. G. H. Brinley of Trinity now holds the championship in singles, and Knapp and Thatcher of Yale in doubles. The Western Association is composed of clubs representing the leading cities of the West. It is a new organization, formed this spring, and the outlook is that it will give a "boom" to tennis in the West where it is still in its infancy. The association will hold a tournament in midsummer, but the date is not fixed yet. It is the intention to extend an invitation to some of our best Eastern players to be present and make it quite an event in the season.

Outside of the above tournaments, at which the best of tennis play will be seen, are to be given by the St. George's Club, June 1 and following days; by the New Haven Lawn Club June 13; by the Grange Club, N. J., June 22; by the Wright & Ditson Club August 22; by the Bar Harbor Club August 9, and by the Nahant Club August 16. These events will bring together our best tournament players and put them in fine trim for the great event, the championship contest at Newport.

I would suggest to those who are interested and commencing to play the game that they should provide themselves with a copy of James Dwight's new book on lawn tennis. It gives the most useful instructions and hints, especially to beginners, and is by far the best work of its kind.—GEORGE WRIGHT in *Boston Herald*,



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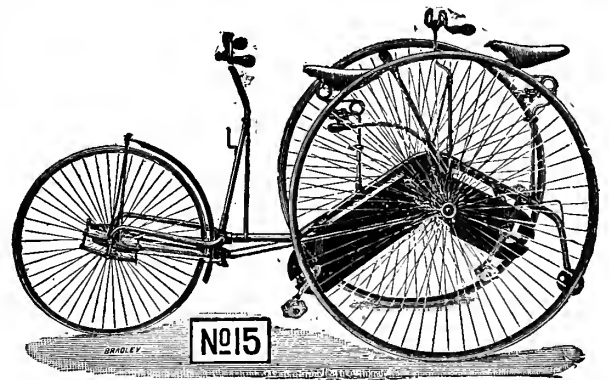
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48	54	Rudge Light Roadster,	140 00	100 00
51	52	American Rudge,	112 50	80 00
52	50	Club Light Roadster,	142 50	90 00
54	56	Expert Columbia,	140 00	105 00
55	52	American Club,	140 00	70 00
57	56	" "	150 00	75 00
58	54	Expert Columbia,	135 00	80 00
59	52	Standard "	92 50	50 00
60	42	" "	95 00	60 00
61	56	" "	110 00	60 00
67		Humber Tandem Tricycle	260 00	180 00
68		Columbia Tricycle,	160 00	70 00
71	54	Columbia Expert,	127 50	80 00
74	52	Rudge Light Roadster,	137 50	100 00

No.	SIZE.	NAME.	COST.	PRICE.
75	48	Columbia Expert,	130 00	80 00
76	52	" "	137 50	95 00
78	54	" "	130 00	110 00
80	44	" Facile,"	130 00	70 00
81	52	Premier,	105 00	65 00
83	55	Royal Mail,	137 50	105 00
1002	52	Expert Columbia,	137 50	100 00
86	54	American Rudge,	115 00	75 00
87	55	Spalding Racer,	140 00	60 00
90	52	Royal Mail,	137 50	85 00
91	50	English,	100 00	40 00
92	54	" "	100 00	40 00
93		" Otto Tricycle,"	85 00	35 00
94	36	" "	30 00	10 00
95	55	Spalding Semi Racer,	140 00	60 00
96	55	" Racer,	140 00	55 00
97		Humber Tandem,	265 00	185 00
98		Sparkbrook Humber T'd'm	265 00	200 00
99		Col. two-track Tricycle,	160 00	110 00
100	51	Special Star,	170 00	125 00
101	56	Columbia Expert,	140 00	105 00
102	52	American Challenge,	75 00	55 00
103	55	English,	150 00	50 00
106	50	Special Columbia,	120 00	60 00
107	52	Premier,	115 00	55 00
108	48	Expert Columbia,	135 00	100 00
109	54	American Club,	170 00	95 00
110	45	Pony Star,	80 00	50 00
111	50	Columbia Standard,	90 00	50 00

IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write us stating just what you require and about the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of *exchanging wheels*, and are general agents for *all* makes, which we furnish new at catalogue prices.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE CO., 38 PARK PLACE, NEW YORK.

Harlem Branch: 124th Street and Seventh Avenue.

RENTING, REPAIRING AND NICKELING. STORING WHEELS.

THE BALANCE MUST GO THIS TIME!

ALL FINE IMPORTED WHEELS.

The Spalding Bicycle,

PRICE \$100.00.

Original Price \$135.00.

Made by Hillman, Herbert & Cooper. A thoroughly first-class Wheel. From our previous special sale there were only a few left. State size wanted.

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The Original, and to-day the Most Perfect Safety. We have very few left, which we will sell at this low price. Three second-hand "Kangaroos" at \$75.00 each.

Humber & Co. Tricycles.

Three Crippers and two Tandems. The last chance to obtain these fine Wheels at a great reduction.

We carry a full line of the BEST AMERICAN WHEELS.

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A. G. SPALDING & BROTHERS,

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BROOKLYN RIDERS ARE DELIGHTED

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HAVE THE FINEST CYCLE HEADQUARTERS IN THE COUNTRY,

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A LARGE ASSORTMENT OF BOYS' BICYCLES.

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Prospect Park Plaza, Brooklyn.

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CLUB TANDEM—New '86 for sale, or exchange for 52 in. 54 in. Bicycle and cash. Cost \$285. Complete, convertible and adjustable. \$140. Seen 170 East 71st.

FOR SALE.—A Fine Marlboro Club Tandem, imported last June, in fine working order. Cheap. Address Wm. Pittenger, Pastor M. E. Church, Haddonfield, N. J.

WANTED.—A 54-inch Expert Columbia, full nickel. State condition and price; also give description. Address Wm. F. Murphy, 9 Wall st., Brooklyn, E. D.

ONE 45 in. second-hand Star; One 54 in. second-hand Star; One 52-in. Standard Columbia; One 52 in. Expert Columbia; also New Stars for immediate delivery. W. I. Wilhelm, Reading, Pa.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

FOR SALE.—54-in. Light Sanspareil, balls all round; Lilibridge saddle; cowhorn bars; excellent condition; ridden but 3 months; \$85.00, C. O. D. L. B. Graves, Minneapolis, Minn.

I HAVE a Shattuck single barrel breech-loading shot gun in excellent condition, also a very expensive fishing rod, with the tips, for fly and general fishing, never been used, which I want to exchange for a bicycle suitable for a boy of fifteen; might give some cash, or buy for cash if a great bargain. Address, Irving F. Keeping, 54 East 122d st., City.

FOR SALE CHEAP.—A full nickeled, latest make "Harvard," 50-inch, dropped handle bars, cradle spring, nickeled hub lamp; all in perfect order; will sell at a low figure, having another machine. "R. G. S.," P. O. Box 2425, New York City.

GREAT BARGAIN.—A 48 in. nickeled (except rim) double ball bearing, British Challenge. Luggage carrier new. Hill & Tolman Automatic Alarm, almost new. Lock Box No. 105, Whitehall, N. Y.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club.....	80.00
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50 inch Harvard.....	50.00
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52 inch Expert Columbia.....	85.00
52 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
54 inch Royal Mail.....	86 90
54 inch Rudge.....	100 00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia.....	100.00
Kangaroo Bicycle.....	65.00
.....	75.00
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Rudge Coventry Tandem.....	110.00
Columbia Tricycle, two track.....	115.00
.....	100.00
Marlboro Tandem.....	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises. Schwalbach & Willdig, Prospect Park Plaza, Brooklyn.

FOR SALE—Great bargain—1 Sparkbrook Humber Tandem (convertible), balls all over, including pedals; enamel finish; good as new, perfect in every respect; ridden about 100 miles; cost \$260.00; if bought quick will deliver at cars crated for \$150.00; guaranteed as represented or money refunded. S. T. Clark & Co., Baltimore, Md.

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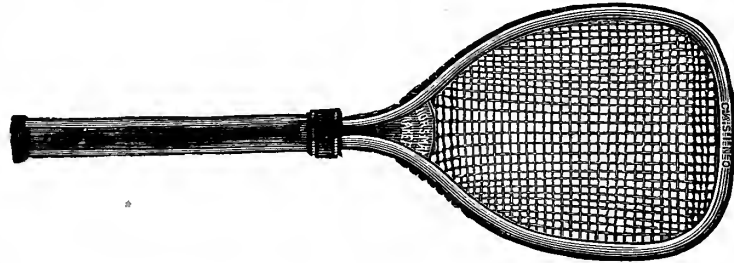
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WHEELMEN, WOULD YOU LIKE TO SMOKE A REALLY GOOD Five Cent Cigar? THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

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Special attention is called to my Improved "Casino," Special, and Elberon Rackets for 1887. Special rates to Clubs.



New York Agent for the American Champion, Challenge, Safety, and Ideal Bicycles. Sundries of all description. Nickel plating and repairing a specialty.

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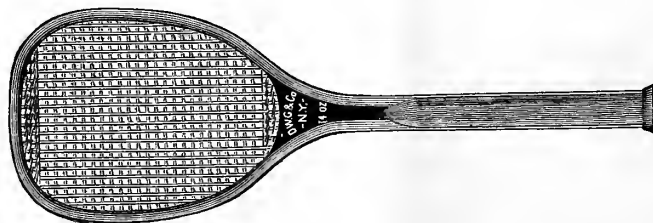
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It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



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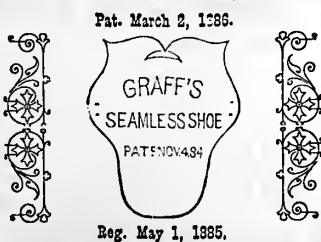
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 Handsomest, Strongest, and best Handles in the
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 Only \$2.50.
 WE HAVE THEM TO FIT ANY CYCLE MADE.
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 Wenck's Opera Bouquet is the latest.

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 SPECIALTIES:
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For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.
 Send for Catalogue and Price List.

THE 1887 PATTERN

* **QUADRANTS** *

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
 when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which
 though often tried by various Bicycles and Tricycles, has never been
 surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th,
 and on the following Tuesday in the presence of witnesses, successfully
 rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, with ordin-
 ary cranks and hanales from base to summit without a stop. Many
 attempts had been made by others, and since Mr. Bird's feat, scores of
 famous road riders and hill climbers have tried to reach the top on other
 machines, but without success. This marvellous feat proclaims the
 Quadrant the

BEST HILL CLIMBER OF THE AGE,

and its as yet unapproached record of a mile on the road in 2 min. 38
 sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

—AND—

The Marlboro Tandems

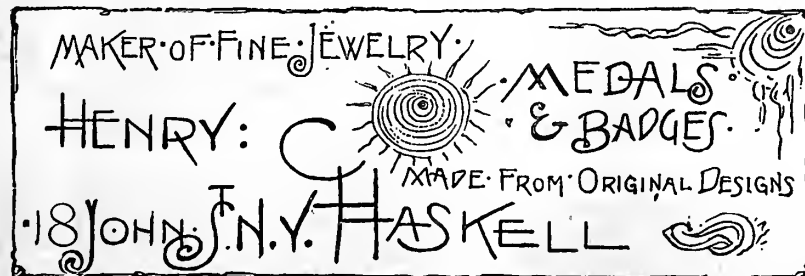
* WERE * THE * SUCCESSFUL * MACHINES * OF * 1886.*

Send for Catalogue of 1887 machines containing
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The Coventry Machinists Co., Ltd.

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The Marlboro Club is on view at Messrs. Schwalbach & Willdigg's Prospect Park
 Plaza, Brooklyn N. Y.



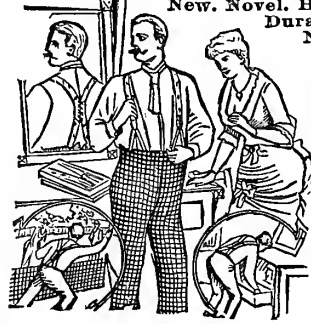
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 Large Assortment of New and Second
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**CARPENTER'S AUTOMATIC
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**New. Novel. Handsome.
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No Harness.
 Comfortable because avoiding all strain on shoulders or trousers.
 Round square, or sloping shoulders equally well fitted and no slipping off shoulders. Pat'd in England, France, Canada and U. S.

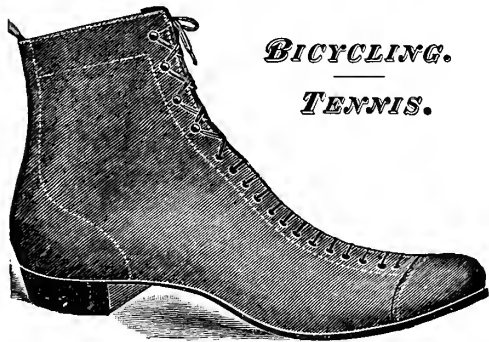
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 Keep your wheel in good running order. Your bearings free from grit. Properly adjusted.

VELO BRUSH TOOL

ADJUSTS BEARINGS, TIGHTENS SCREWS, REMOVES DIRT WITHOUT WASHING. Should be in every wheelman's tool-box.

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 Manufacturers of SPORTING SHOES.
 Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

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 Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

The Regular pattern of this Old Reliable Bicycle is \$120 to \$125.

The Standard Facile, a good, plain pattern, with balls to front wheel; price \$88 to \$92.



Facile Lubricating OIL—the best—25cts.



The Light Roadster Facile, the easiest running and most elegantly built Bicycle; 18 rows of balls; \$132 to \$137.

Even if you think the Facile "slow," and "simply beastly" in appearance, and if you "wouldn't be found dead on one," you will NOT lose your cycling reputation by reading about it, or even by looking at one.



You can see a Facile, or get a Price List, at

**33 MURRAY STREET,
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 Mention this paper.

The GEARED Facile, 40-inch, speeded to 60; NO chain. Positively the FASTEST machine ever built; balls to every bearing, 21 rows in all. Price \$140.



Facile ENAMEL—well-known and proved to be the best—50cts.



The FACILE Tricycle: neat, light and comfortable; weighs only 46 lbs. Simply superb for ladies. Price \$150.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

S. T. CLARK & CO.,

2 and 4 Hanover Street, Baltimore.

Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

- Hudson Co. Wheelmen.
- Citizens' Club.
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MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE.—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS.—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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St. Louis,
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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

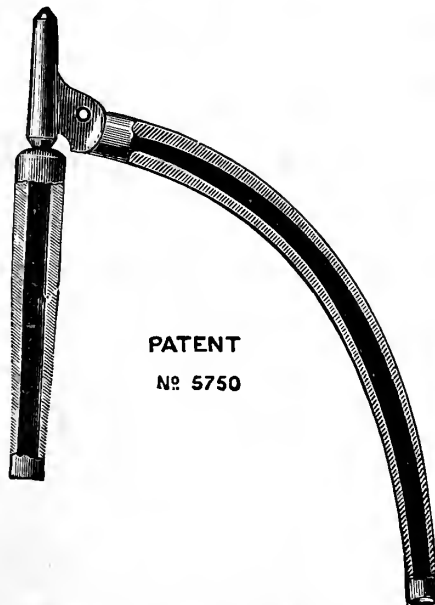
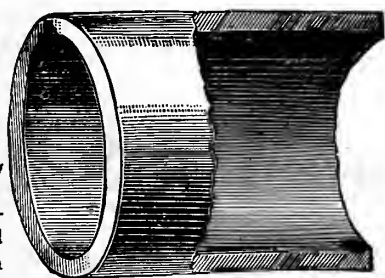
See this Wheel

Before Purchasing.

ASK Your Dealer For It.

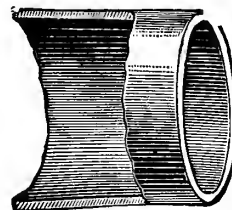


Warwick's New Hollow Rim.
with thickened bottom. Seamless and perfectly smooth outside.



PATENT
No. 5750

Sectional view showing Backbone and Forks when made up: A splendid improvement.



Handsome
Photograph
OF THE

NEW MAIL

Sent for
14 Cts. in
STAMPS.

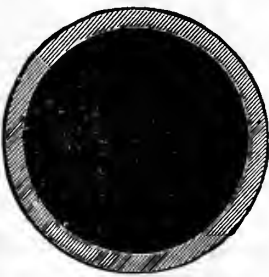
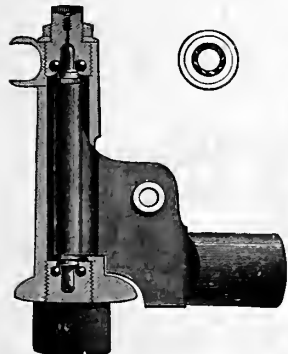


Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

A Superb Light Roadster.

—SEE ONE.—



Sectional and end view showing strengthened neck end of Backbone.

Trigwell's Ball Head. Greatest Modern Improvement.

SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers,

107 Washington Street, Boston.

COLUMBIA AXIOMS.

A RECAPITULATION OF FACTS--NOT MERE CLAIMS.

1. The tenth year in the manufacture of American machines, for American riders, upon American roads.
2. The experience resulting from devoting the whole of that time to the manufacture of first-class bicycles.
3. The world over, in the making of everything, experience and the most valuable results go together.
4. Perfection is claimed by many. The Pope Mfg. Co. does not claim it, for it does not exist.
5. The present Columbias are the result of these years of patience, expenditure of money, scientific experiment, and mechanical skill.
6. With these advantages, it is simply natural that the Columbias should be considered, by the majority of American wheelmen who ride first-class machines, as the best machines for all-around or special use.
7. The Columbia is the only machine which has been ridden around the world.
8. It has been ridden the greatest distance within the hour.
9. It has been pedalled across the continent many times.
10. Its riders hold the **World's Records** from one-quarter to twenty-four miles, inclusive.
11. It requires the most thoroughly-made machine to withstand the extreme test of fancy riding. Fully ninety per cent. of all the fancy riders in America ride Columbias.
12. There was never a Columbia which has been discarded because it was worn out.
13. It costs a good round sum to make the Columbias; consequently, the Columbias sell for a good price. The nature of the trade does not admit of much for little.
14. In every Columbia is the full worth of the money paid for it.
15. When the majority of American riders of first-class machines purchase and ride Columbias, and continue to ride Columbias, it is fair to presume that prices and machines are considered satisfactory.
16. The Pope Mfg. Co. is the largest cycle house in the world with the best equipped factory, and ought to be able to manufacture first-class cycles at lower prices, consistent with intrinsic value, than can be produced by any other house.
17. The Company warrants all of its productions, and backs that guaranty by its reputation as a manufacturer, and its business standing.
18. That large army of riders of Columbia machines, who have ridden them for years, and are riding them now, is a moving impressive testimonial of the excellence of the Columbias.
19. An examination of Columbias by prospective wheelmen must result in advantage.
20. If one is not familiar with mechanical construction, the advice of a mechanical expert is invaluable in the selection of a machine.
21. The Columbias have been over and over again tested by expert engineers, and the Pope Mfg. Co. has always urged the most thorough inspection.
22. The Pope Mfg. Co. rests the question (if there is any question) of the superiority of the Columbia bicycles and tricycles with the opinion of any unprejudiced mechanical expert and engineer of recognized standing.
23. The purchasers of Columbias obtain the most for their money. 'Tis an old and true saying, "The best is the cheapest."

There is a Translucent Moral Here; It Need Not Be Pointed Out.

POPE MFG. CO.

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EDWARD W. POPE, SECRETARY.

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Has Removed to

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Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010.

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Established 1880.

23 Park Row, N. Y.

AND RECREATION.

Vol. XII.—No. 10.]

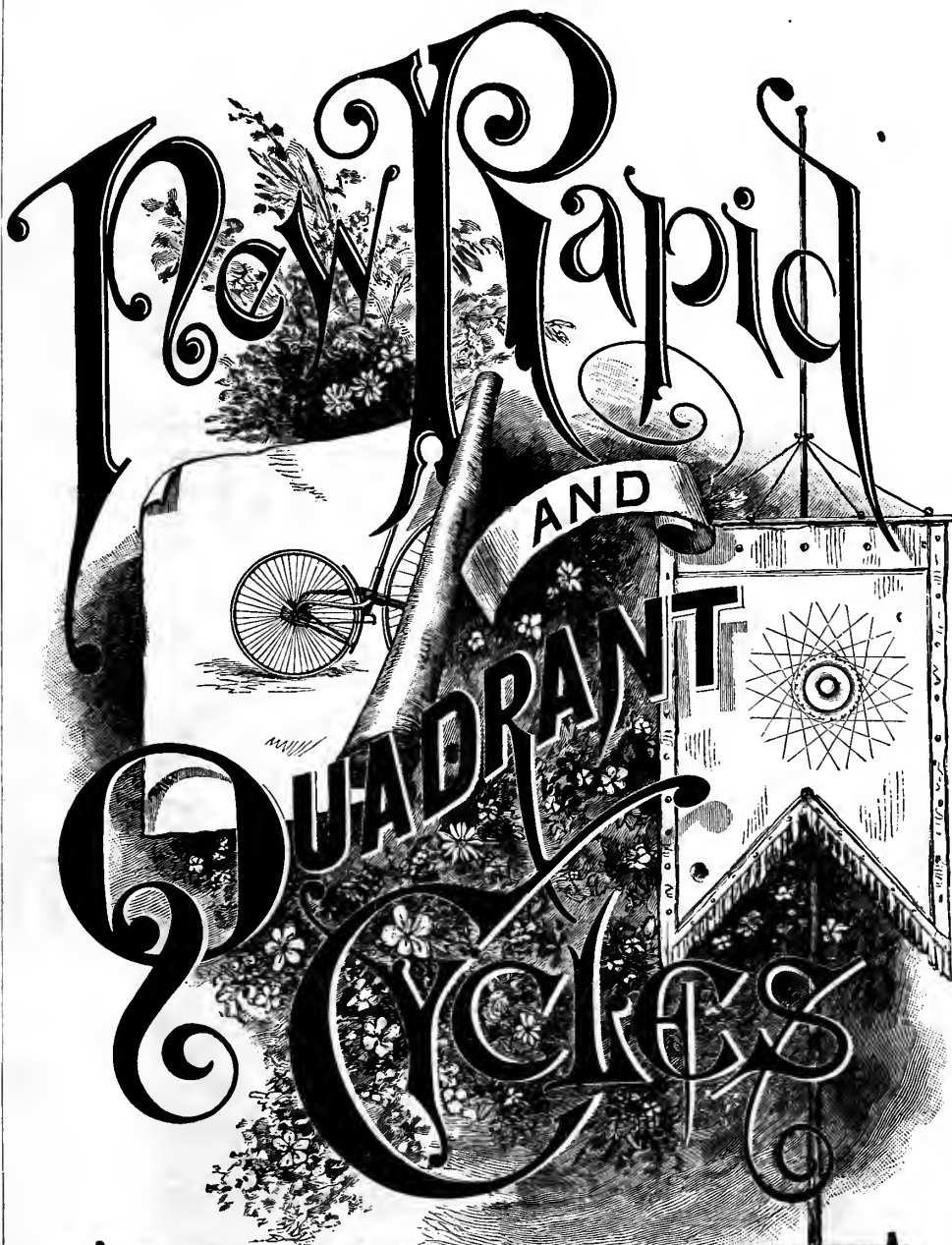
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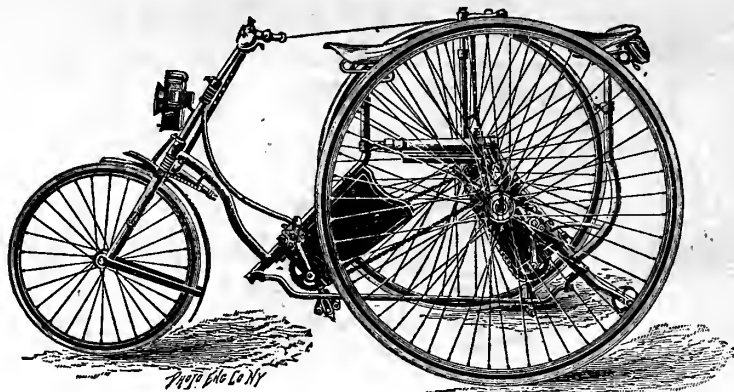
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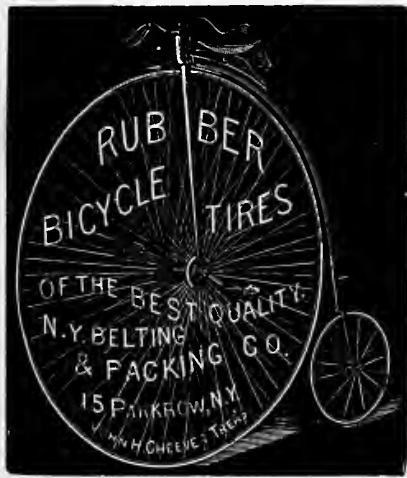
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THE RIGHTS AND PRIVILEGES BILL.

This bill is now in the hands of the Governor, and will be disposed of by him within ten days. Now is the critical time, and wheelmen should act. Every club in New York State, and every club all over the United States should adopt resolutions and send them to Governor David B. Hill, Albany, N. Y. Every individual of influence should write, and get others to write letters favoring the bill. A strong opposition has been organized, and some of the most powerful private citizens in New York have leagued themselves against the bill. If it is passed, the triumph for wheelmen will be great. Its defeat will be a lasting reproach to the activity and intelligence of wheelmen throughout the state and the country. The opposition arises from misinformation. The parties who have been induced to fight the bill know nothing of cycling. The Governor has a great opportunity. There is no doubt that he will be the Democratic nominee for 1888. Is it worth while for him to consider the votes of 40,000 wheelmen, for when it comes to a question of sport, all party lines are swept away? Bicycle riders are the most intelligent of any of the recreative or "sporting" classes. They are almost to a unit tax payers or the sons of tax payers. They represent the most intelligent portion of the younger element of the country. Are their rights to be trampled upon, because a few rich ignoramus or subsidized politicians insist that they frighten horses? Let them tell the Governor where the accidents occurred and how. They have no proof of their statements; nothing but naked and unsupported assertion. Now is the time or never to settle the question. Let every wheelman and every club in every city in the State memorialize the Governor. The labors of the Committee who have worked so hard for the bill must not be wasted.

THE INTER-CLUB ROAD-RACE.

THE KINGS COUNTY WHEELMEN RETAIN THE CUP.
MR. HARRY J. HALL, JR., K. C. W., WINS
IN FAST TIME.

It was a great day for cycling, was Monday, otherwise Memorial Day. It was also a great day for Jersey; especially that part of it between Irvington and Milburn and the Orange District generally. The natives were astonished by the bicyclic influx. From all the points of the compass came the men on wheels, until the scene at the starting point of the great road-race was an inspiring one. And it was a great road-race from every stand-point. The times recorded were great, so was the crowd; even the weather was great and the number of falls was not so great as had been anticipated.

At an early hour the New Yorkers and Long Islanders, both in organized bodies and in parties of twos and threes, flocked to the Delaware, Lackawanna and Western Ferries. They were omnipresent on the boats; they monopolized the trains, and made the homeward bound ruralist and suburbanist stare and ask queries of the whereforeness of the why. They rushed for the baggage cars, completely filled them with their mounts, called for more cars, and yet for more. They ran hither and thither, and yonder and over, and finally the train moved off for the land of promise, only twenty minutes late. This was the 9.10 train, and the same scenes were doubtless witnessed on the 10.10, the 11.10, etc.

Past the flat meadows, and out to Newark whirled the train, under a leaden sky, for at this time of the day it looked like rain. At Broad Street, the wheelmen disembarked, and meandered through the Oranges, bringing up at the race course; while those without wheels, trained it to Maplewood, and walked a half mile to the starting point.

Shortly before eleven, quite a number of wheelmen had arrived at the Irvington Hotel, from in front of which the Citizens-New York Inter-Club race was to start, of which more below. After this race, which ended at 12:30, came dinner.

THE DINNER.

This dinner was served at the Hilton House, Hilton, N. J. In a spirit of philanthropy—we are not often taken so—we advise all wheelmen to keep this hotel at a respectable distance. Each wheelman entered a private room, where was the proprietor, to whom he anteed up his dollar for a dinner ticket. Then he joined the mob of howling, hungry maniacs who crowded around the door, waiting for the detachment inside to vacate the stuffy, ten by fifteen dining-room, and here the majesty of THE PRESS asserted itself. At the head of the line stood THE PRESS, and during the long wait it cut capers with the Native whose strong right arm guarded the citadel, rang false alarms with the dinner bell, and finally, when human nature could no longer stand it, charged on the hashery at the head of a noble band of Citizens, and carried the place by storm; not forgetting, in the excitement, to secure a good place near the cook. And such a dinner. Well, the crowd took it good-naturedly, but it was a piece of diplomacy on the part of the host to collect in advance. The boys first attacked the beef, but on the recommendation of Tommy Smith, who is a connoisseur in these matters, a sort of gourmet, as it were, they switched on to veal. There was plenty of laughter and but little else. But enough of the merely material thing of dinner.

After dinner the road-race was the thing. Between dinner, which was finished shortly before two, and the race, which was started shortly before three, the time was occupied in marshaling the men.

AT THE START.

Meanwhile clubs and individuals rushed hither and thither. There is a three-quarter-mile level stretch between the hotel and the starting point, and up and down this the wheelmen dashed with all the fanfare and confusion of an army preparing for battle. The Ilderans came along from the Irvington Hotel, where they had dined after a morning tour in the Oranges. The Long Islanders swept up in grand array; they also had tasted Orange air all the morning. The Brooklyns appeared after a three days circumterranous excursion through Staten Island and the Oranges. The Pennsylvania Club sent twenty men who trained it to Morristown, and spent Saturday, Sunday and Monday sampling the Jersey roads. Trenton and New Brunswick were also represented by clubs.

By this time the effect was climaxical. The weather was superb. The sky was a rare blue,

flecked here and there by a fleecy cloudlet; the glorious oxygenic air gave tone to the system and inspiration to the mind. From both sides of the road, stretched broad, highly cultivated farms, ending in forest, and farther off the bluish mountains. At the starting point were congregated hundreds of wheelmen, there being along the course anywhere from seven hundred to one thousand.

THE OFFICERS.

The race was carefully officered, there being no less than twenty-four umpires along the road to keep the course clear. The officers were as follows: Timekeepers, W. H. De Graaf, Harlem Wheelmen; W. H. H. Warner, L. I. W.; Jens F. Pederson; starter, Dr. F. A. Kinch, U. C. W.; clerk of course, T. C. Crichton, K. C. W.; assistant clerk, R. A. Clapp, E. W. The timing was arduous work, and the officials are entitled to great praise. It is no easy thing to clock twenty-eight men shooting past singly and in bunches, five times. Mr. Crichton got the men together promptly as usual. Mr. F. S. Miller, Mr. W. D. Edwards and Mr. W. H. De Graaf and Mr. E. J. Shriver did yeoman's work to keep the course clear at the finish. Mr. Thomas Smith, of the Citizens, refereed satisfactorily. The times we give below are the times taken by Mr. De Graaf and THE WHEEL'S representative. We are indebted to Mr. Wetmore of the Elizabeth Club, and the Secretary of the Rutherford Wheelmen for invaluable aid in getting down the times and the order of the men as they rushed past.

THE COURSE.

The course is of smooth macadam, five miles in length, leading from Milburn to Irvington. A minute description is as follows: Milburn; level stretch of three-quarters mile; one mile of two slight hills, both rising; steep descent; then up a three-quarter-mile hill, very steep, the worst point of the course; level stretch of one mile to Hilton, the start being about one quarter mile from the top of the steep hill; from Hilton to Irvington the course is a succession of long, slightly rising hills. Along the course stood club-men armed with revivifying beverages, liquid food, sponges, etc.

THE START.

The first start was not successful, several men taking headers over the pushers-off of the men in the first ranks, for the men were started in seven lines of four each. The final send-off was given at 2:38 P. M., Stenken immediately making pace. They soon swept out of sight, and after them a crowd of carriages, wheelmen and equestrians. They started towards Irvington, turned, then back to the starting point, making five miles; then on to Milburn, and another turn, back to the starting point, making ten miles, and so on for five rounds to complete the twenty-five miles. The pace set was terrific, Stenken, Hall, and Valentine rushing past within a few yards of each other in 17m. 38s. The men came by singly and in bunches flashing past the finishing point and putting the timers and scorers in the tantrums. Each man was greeted with the cheers of his club mates, and as there was only an interval of several minutes between the disappearance of the last man and the reappearance of the first, the state of excitement and illy-suppressed enthusiasm may be well imagined. The duties of time-keeper left but little time for observation. The race resolved itself into a stern battle between Stenken and Hall, who fought all the way to the finish. Below we give a complete table of times:

POSITIONS OF THE CLUBS.

Kings County Wheelmen.....	77	Points
Ilderan Bicycle Club.....	70	"
Elizabeth Wheelmen.....	69	"
Hudson County Wheelmen... ..	65	"
Union County Wheelmen.....	62	"
Rutherford Wheelmen.....	25	"
Harlem Wheelmen.....	17	"

KLUGE BEATS RECORD.

Just previous to the start of the race, C. E. Kluge appeared at the post, and asked leave to start five minutes before the regular event, in an attempt to beat the tricycle record for the twenty-five miles. This proceeding completely frustrated some "pure amateurs," who seemed to fear that the presence of the promateur was contamination. One individual, whose name, for the sake of his club, we refrain from publishing, made himself particularly obnoxious. The idea of "a professional starting in an amateur race" was something appalling. It was also rumored that Kluge desired to start in order to coach Stenken, which was a positive injustice to that gentleman. After a confab, a compromise was effected, and Kluge

No.	Name.	5 Miles.		10 Miles.		15 Miles.		20 Miles.		25 Miles.		Points.
		Pos.	Time.	Pos.	Time.	Pos.	Time.	Pos.	Time.	Pos.	Time.	
1	H. J. Hall, Jr., K. C. W.....	2	17.38½	2	36.02	2	54.47½	2	1.13.47	1	1.33.53	28
2	C. A. Stenken, H. C. W.....	1	17.38	1	36.01	1	54.47	1	1.13.46	2	1.33.57	27
3	E. Valentine, K. C. W.....	3	17.39	3	36.56	4	55.56	3	1.15.18	3	1.34.48	26
4	H. L. Bradley, lld. B. C.....	5	18.03	4	36.57	3	55.52	4	1.15.19	4	1.34.49	25
5	W. H. Caldwell, E. W.....	6	18.12	6	37.44	5	57.03	5	1.17.00	5	1.37.02	24
6	J. H. Knox, K. C. W.....	7	18.28	8	37.59	8	57.39	7	1.17.56	6	1.38.17	23
7	E. P. Baggot, H. C. W.....	12	18.50	9	38.15	9	57.40	8	1.18.00	7	1.40.02	22
8	S. B. Bowman, E. W.....	13	19.46	12	39.51	11	60.17	10	1.20.17	8	1.40.20	21
9	H. Greenman, I. B. C.....	9	18.31	7	37.50	7	57.37	9	1.19.09	9	1.43.36	20
10	A. N. Pierson, U. Co. W.....	16	20.04	14	40.03	13	61.19	12	1.21.55	10	1.43.43	19
11	T. H. Burnet, U. Co. W.....	22	20.24	15	40.04	14	61.47	14	1.22.57	11	1.44.26	18
12	E. C. Parker, H. W.....	11	18.44	13	39.51	10	60.14	13	1.22.59	12	1.46.05	17
13	E. M. Smith, H. Co. W.....	20	17.51	17	41.28	15	62.37	15	1.24.44	13	1.46.56	16
14	L. B. Bonnett, E. W.....	18	20.24	19	41.48	18	63.27	17	1.25.14	14	1.47.29	15
15	W. L. Richardson, I. B. C.....	8	18.30	10	38.43	12	61.17	20	1.26.19	15	1.48.38	14
16	A. Farrington, U. Co. W.....	23	20.24	21	42.41	.....	.....	18	1.25.19	16	1.49.00	13
17	E. B. Moore, U. Co. W.....	15	20.03	18	41.29	17	63.13	16	1.25.04	17	1.52.14	12
18	J. W. Schoefer, I. B. C.....	14	20.03	16	40.52	16	62.55	19	1.25.20	18	1.53.04	11
19	W. C. Schoen, Ruth. W.....	20	23.24	23	42.44	21	64.45	23	1.28.49	19	1.54.27	10
20	D. B. Bonnett, E. W.....	26	22.13	24	45.06	22	68.35	25	1.32.25	20	1.58.05	9
21	E. W. Dean, Jr., Ruth. W.....	19	20.17	22	42.43	20	64.45	24	1.29.51	21	1.58.50	8
22	A. P. Jackson, Ruth. W.....	25	21.55	25	45.17	25	69.47	26	1.32.27	22	2.01.45	7
—	E. J. Halstead, H. W.....	4	17.48	5	37.40	6	57.32	6	1.17.39	Stopped.		
—	E. C. Locke, H. W.....	21	20.24	20	41.52	19	63.30	21	1.18.05	..		
—	L. P. Weber, K. C. W.....	10	18.31	11	38.48	10	59.26	11	1.20.34	Fell.		
—	R. A. Burgess, Ruth. W.....	24	21.35	26	46.18	23	69.41	Stopped.		Stopped.		
—	C. W. Griffith, H. W.....	27	22.26	.....	.....	.....	.....	13	1.22.56	..		
—	R. A. McAra, H. Co. W.....	Stopped.		.....	.....	.....	.....	.....	.....	.....

started five minutes after the others. He rode a Cunard Crippler tricycle, geared to sixty-four, which had been used on the road several months. The way Kluge caught up with the rear men of the bicycle race, and picked up man after man was a caution. Had he ridden in the race he might have won it. As it was, he finished less than a minute behind the leader. His times are now records, the old twenty-five-mile record being 1h. 45m. The times at different points were as follows:

5 miles. 18:10 15 miles. 55:14 2-5
10 " 36:59 20 " 1:14:40 2-5
25 miles, 1h. 34m. 40-55.

THE CITIZENS-NEW YORK RACE.

This race, which was started at 11:36 A. M., was merely an appetizer for the grand event. It was rather one-sided, the Citizens having it all their own way. The race was for ten miles. The teams were:

Citizens: T. Smith, Philip Fontaine, W. H. McCormack and Barnard.

New York: E. J. Shriver, J. O. Jiminis, Hanson and Daniels.

At six and one-quarter miles the times were Fontaine, 24:30; McCormack, 24:42; Smith 24:42; Jiminis, 25:55; Hanson, 26:05; Shriver, 30:20. Shriver, Barnard and Daniels did not ride beyond this point.

The finish was as follows:

Fontaine, C. B. C., 38:39 4-5; McCormack, C. B. C., 39:52; Smith, C. B. C., 40:25; Hanson, N. Y. B. C., 42:10; Jiminis, N. Y. B. C., 42:15.

NOTES.

Kluge's tricycle weighed 37½ pounds.

Score one for the Cunard wheel. The record is a credit to the man and the machine, for the course.

At seven miles Hall fell, and took a piece of flesh out of his thigh. This he did not notice till the finish, when the pain was agonizing. Two days after the race he was still in bed.

The race showed good generalship on the part of Hall. He refused to take the lead, and Stenken cut through the wind, which was strong and steady.

Hall shadowed Stenken all the way till a half-mile from home, when he got up level and the two blazed away, but Stenken failed to get there by from ten to fifteen yards. It is said that he gained rapidly on the last hundred yards, and might have won had the tape been a little further off.

Stenken was fine as silk, and was the favorite. He is a clever fellow, and his many friends took his defeat badly. His careful training showed itself after the race, which seemed not to affect him the slightest.

We should delight to arrange a handicap race over the same course while the men are in condition.

Valentine made the finest effort of his life, and yet only got third place. He has learned that this is a "Star" course, and the way those Star riders

whizzed down the steep hills was astonishing. A crank cannot live with them over the course.

We hope that next Fall, wheelmen will not perambulate up and down the road during the race. The drivers of vehicles are uniformly obliging, and they should be given a chance to go along uninterrupted after the passage of the men

Bradley and Knox have been developed by this race. They are coming men, and will not be far from number one in the next contest.

A week before the race, Greenman got a bad fall, bruising his thigh and compelling him to lay up until race day. He undoubtedly lost form during this enforced rest, otherwise he would have come out nearer the front.

On the whole, the alphabetical association can congratulate itself. It has raised the standard of road riding, it has cemented inter-club feeling, and furnished the wheelmen for thirty miles around with two delightful days' outing every year.

WHEEL GOSSIP.

The Scranton Bicycle Club held a minstrel show on Thursday, June 2d.

A "benefit and ball" is being arranged for R. Neilson, the winner of the Clarksville Road Race.

Worcester, Mass., and Roseville, N. J., will probably hold race meets during the late Summer or Fall.

It is said that there are three hundred and fifty wheels in Brockton, Mass., yet there is but one small club.

Fred Foster, the good-looking Canadian who, made such a fine record at the Fall tournaments last year, is training at Woodstock.

S. P. Hollingsworth, the long distance road rider, has resigned from the League. He will probably ride professionally this season.

A bicycle club has been organized at Mansfield, Mass., officers: John W. Cabot, Captain; G. E. Bessom, First Lieutenant; William Lyons, Second Lieutenant.

Since writing a paragraph on the Surrey cup race, we learn that H. Synyer, who was second by a yard, has been suspended for "roping"—in American—not trying.

It is said that Karl Kron proposes to keep up his "X.M. Miles" dingdong in the cycling press until he has disposed of that 30,000. We hope the villainous rumor is untrue.

The celebrated Staunton, Virginia, pike road extends from Staunton to Harper's Ferry, 126 miles, passing through Harrisburg, Newmarket, Woodstock and Winchester. It is rideable all the year round. The scenery is superb, the climate unrivalled. Even in midsummer there is a refreshing breeze from the mountains, and, owing to the great elevation of the pike, the heat is never oppressive.

Brooklyn is undoubtedly entitled to be called "The City of Clubs." The K. C. W. and the L. I. W. are building new houses, the Brooklyn and Ilderan both occupy entire houses, and then there are the Prospects, the Calumets, and other small-fry organizations, all of them, as yet, homeless.

THE FIRST BICYCLE. A NEW CLAIMANT.—Another inventor of "the bicycle," and maker of "the first bicycle" has appeared in Biggleswade, England. His name is Maurice Phillips, and his experiences are detailed in the *Cycling Journal*, May 20th. Mr. Phillips made a form of Bone-shaker in 1865.

On Tuesday, Karl Kron sent out the first fifty bound copies of "X. M. Miles" to England, Ireland, Scotland, France, Italy, Germany, Russia, Turkey and Japan. The second lot, two hundred and fifty, was sent out June 2d, and the remainder of the copies will be delivered at the rate of two hundred a day thereafter.

The Rovers Cycle Club, of Charlestown, Mass., held a meeting on May 24. A. W. Robinson was elected Captain and President to fill the vacancy caused by the resignation of Captain Brown. The club announces the following runs. June 5, Woodland Park Hotel; June 12, Cobbs' Tavern; June 19, Waltham; June 26, Dedham.

Some excellent performances were accomplished in a recent English fifty-mile road handicap, in which there were seventy-four starters. J. H. Smith did 3h. 30m. on a tricycle; H. Crook rode the course in 3h. 12m. 18s. on an ordinary, and G. P. Mills drove an "Ivel" Safety to the tune of 2h. 54m. 14s. Mills rode 25 miles in 1h. 21m. 08s.

EUROPEAN TOURISTS.—Those who think of touring on the Continent should first of all provide themselves with Dumstreys' Road Book for wheelmen, which is published at 3s., by Mr. T. H. S. Walker, 87, Zimmerstrasse, Berlin. The book gives very full information about the roads of Germany, Holland, part of Austria, Switzerland, France, England, Denmark and Poland.

Annual Meeting, C. T. C.—The annual meeting of the C. T. C. was held at Birmingham, May 14; some fifty members were present. Secretary Shipton reported a membership of 22,316, of which 16,049 were renewals, and which was 1,931 more than the membership of the previous year. No important business was transacted except that the question of raising the yearly subscription—which is English for dues—was referred to a committee.

Furnivall Wins The Surrey Cup.—One of the most important Spring events of the English racing season is the ten miles invitation race for the Surrey Challenge Cup. This year the race was held at Lillie Bridge. The race was very slow, Furnivall spurring away when near the tape and winning by a length; H. Synyer, second; F. J. Osmond, third. Time, 32:45 2-5 seconds. Among men who have won the Challenge Cup in previous years are: Hillier, Palmer, Gaskell, Liles, Speechley, and Cripps. Gaskell and Furnivall have carried off the cup twice, and Speechley three times.

Clarksville 100-Mile Road Race.

THE GREATEST BICYCLE RACE EVER RUN
SINCE CYCLING BEGAN.

THE RECORD:

	NAME.	MACHINE RIDDEN.	TIME.
1st.	Robert A. Neilson.....	VICTOR.....	6 : 46 : 27.
2nd.	Wm. A. Rhodes.....	VICTOR.....	6 : 46 : 51.
3rd.	H. G. Crocker.....	Columbia	6 : 51 : 27.
4th.	S. Hollingsworth.....	Columbia	
5th.	S. G. Whittaker.....	Champion	
	C. W. Ashinger.....	Champion	Dropped out at 20 miles.
	Chas. Frazier.....	Star.....	Dropped out at 20 miles.
	John Brooks.....	Star.....	Dropped out at 40 miles.
	A. A. McCurdy.....	Star.....	Dropped out at 40 miles.

Two Victors entered, taking first and second places.

*Never was so much money spent in preparation for a race,
and never was so much interest shown in a wheel contest.*

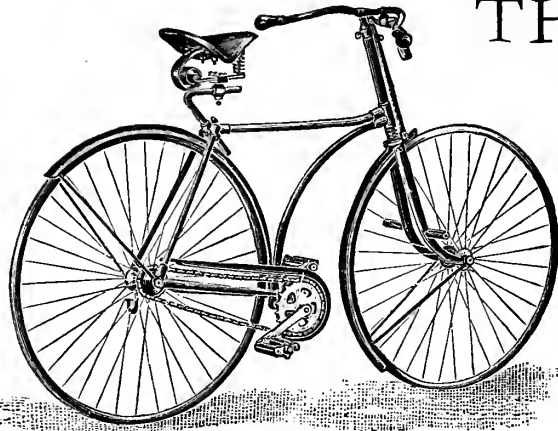
Upwards of 20,000 spectators!

*The Victors ridden in this race never stopped and went
through without defect or attention of any kind.*

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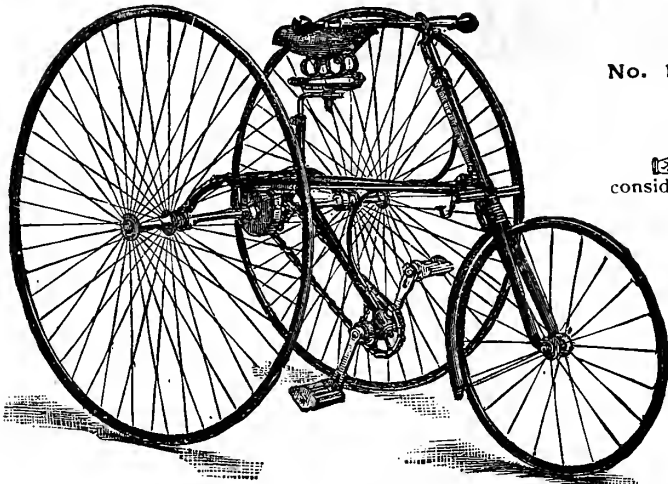
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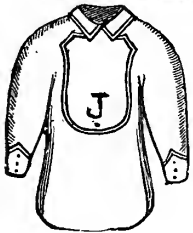
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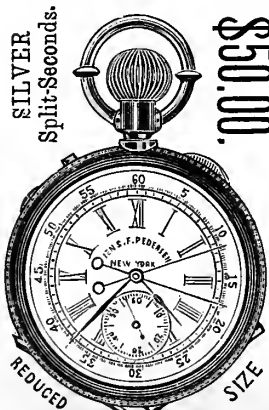
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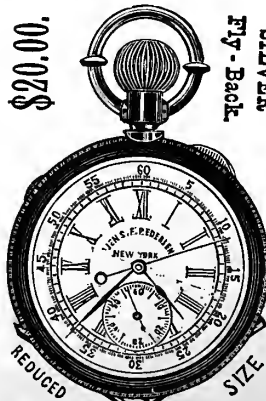


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FLY-BACK.
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THE LYNN RACE MEET.

The first important race meet of the season was held at Lynn, Mass., on the afternoon of May 30th. A large crowd was present, many clubs riding to the grounds in a body. The Boscobel Club were dressed in costumes of various colored flannels, and they succeeded in making guys of themselves, which was their apparent object. The races were short, and of the handicap order, and went well with the public.

ONE-MILE NOVICES.—William Cyr, 3m. 15 4-5s.; H. H. Porter, second; Mark Cohen, third; P. Wilkins, 0; J. L. Harris, 0; Cyr won easily. Cohen looked like second man, or boy rather, till near the finish, when Porter passed him.

TEN MILES AMATEUR HANDICAP.—P. J. Berlo, 300 yards, and H. C. Getchell, 75 yards, dead heat for first place; time, 9m. 44 1-5s.; W. H. Senter, 375 yards, third; E. A. Packard, 375 yards, 0; S. L. Truesdale, 300 yards, 0; F. G. Gibbs, 425 yards, 0. Hunter started out at a good pace, and gained somewhat on the field, but shortly after passing the mile post he stopped for some unexplained reason. Nearing the finish the race narrowed down into a contest between Getchell and Berlo, and the final spurt up the home-stretch resulted in a dead heat. In the run-off Berlo won.

ONE-MILE BOY'S RACE.—W. H. Senter, 3m. 31 1-5s.; A. H. Martin, second.

THREE MILES PROFESSIONAL HANDICAP.—A. A. McCurdy, 300 yards, first; W. A. Rowe, scratch, second, by thirty yards; times, 2m. 45 1/2s.; 5m. 45 2-5s.; and 8m. 49s.; Josh Young, 375 yards, by a half lap; A. E. Wiswell, 575 yards, 0; J. Fowler, one lap start, 0. The race quickly resolved itself into a race between McCurdy and Rowe, and although he gained all the way, he was unable to make up the handicap by thirty yards. The prizes were \$35 for first, \$20 to second.

TWO MILES AMATEUR, 6:10 CLASS.—H. C. Getchell, 6m. 42 2-5s.; P. J. Berlo, by a half wheel; S. L. Truesdale, 0; H. H. Porter, 0. There was not much racing till the last lap. Truesdale covered the first mile in 3m. 20s.

ONE MILE RIDE AND RUN.—Senter, 4m. 36 1-5s.; Hunter, second by a few feet; Cohen, 0.

ONE MILE PROFESSIONAL HANDICAP.—W. A. Rowe, scratch, 2m. 53s.; A. A. McCurdy, 100 yards, by a half wheel; Josh Young, 150 yards, 0. Rowe caught his men at two laps, and they, knowing the race was over, slowed up. In this way they rode till the homestretch, when Rowe let out a link and won as above.

ONE MILE TEAM RACE.—Lynn Club, 14 points; Boscobel, 10 points. The Lynn Club was represented by Whittier, Barnet and Hitchcock, and the Boscobel by Truesdale, Packard and Lewis. Truesdale led till near the tape, when Whittier forged ahead and won in 3m. 10s; the rest close up.

The officials were as follows: Referee, Abbott Bassett of Boston, E. G. Young of Lynn; clerk of course, J. H. Young of Lynn; judges, J. B. McCune of Springfield, John Wood, Jr., of Beverly, W. E. Webber of Dorchester; timekeepers, E. E. Merrill of Boston, O. S. Roberts and George E. Butler of Lynn; umpires, F. W. Goodwin, Frank Whitney, F. D. West and F. Gibbs of Lynn; scorers, E. L. Story of Lynn, W. S. Atwell of Boston, W. Wheeler of Lynn.

ROAD-RACES AT NEW BEDFORD.

The Wayside Wheelmen, New Bedford, Mass., held a road-race meet on the Point road, on the morning of May 30th. A number of wheelmen and spectators were present.

In the five-mile race for a gold medal offered by President Wyman of the club, a "King of the Road" and a back-bone luggage carrier, there were five entries and the order and time of the finish were as follows: Frank L. Wing, 19m. 13s.; Horace Eldridge, 19m. 26s.; D. Kempton Tripp, 21m. 16s.; Howland Smith, 21m. 19s.; Henry Ellison, 21m. 20s.

Then followed a one-mile race for prizes of a L. A. W. badge, a Townsend saddle and a Lamson luggage carrier. The order of the finish and time were as follows:

Waldo Wade, 3m. 4s; Frank F. Wing, 3m. 13s; Harry H. Stanton, 3m. 17s. The novice one-mile race for prizes of a spoke cyclometer, a bicycle lock and leather medal for the slowest rider resulted as follows: Frank Weaver, 3m. 12s.; Alton L. Hazard, 3m. 14s.; Howland Smith, 3m. 25s. Dr. A. F. Wyman was last in the race and captured the medal.

ROAD RACES AT WALTHAM.

The Ramblers' Club of Waltham, Mass., had a series of bicycle races in that city on Decoration Day morning that attracted a big crowd. The first event was a 25-mile race, over a course from the corner of Moody and Crescent streets through Crescent street, over through the Newtons, and back. The entries were G. H. Perry of Medford, J. H. Cole, C. E. Tracey and A. W. Hails of Watertown, and Harry Browning of Waltham. The start was made shortly after nine o'clock, and, considering that the track was heavy, the time made was very fair. Hails came in first, Tracey second, and Perry third. The detailed times were:

	12 1/2 miles.	25 miles.
Hails.....	48m. 16s.	1h. 37m.
Tracey.....	48m. 17s.	1h. 37m. 10s.
Perry.....	48m. 20s.	1h. 37m. 32s.
Browning.....		Withdrawn.
Cole.....	48m. 15s.	Withdrawn.

Browning on the first round took a header and could not proceed. Cole, on the second round, while approaching a watering trough in West Newton to wet his sponge, ran up against the trough and was thrown off. While not seriously injured, he lost so much time that he considered it inadvisable to continue. Perry also took a header and broke his machine.

The 6 1/4-mile race was over a portion of the Macurdy course, and was started at about ten A. M. The entries were A. J. Cushing and F. W. Koowz. Cushing, who was coached by E. T. Bigelow, won in 26m., and Koowz came in two minutes later.

The third event was the half-mile dash, with E. T. Bigelow, Harry Browning and Joseph Silver as the entries. Bigelow won in 1m. 41s., and Browning came in second, in 1m. 51s. Silver did not finish. The course was on Crescent street, from Martyn's square to Orange street.

The 12 1/2-mile race was for \$20 a side from Hall's corner, over the McCurdy course, and A. F. Haines and W. B. Youngman were the competitors. Haines took a header soon after starting, and was thereby thrown out of the race, and Youngman came in the winner in 1h. 7 3/4m.

The starter of the races was J. Zahm, and the timer Hugh Duddleston, Jr.

The prizes were as follows: Twenty-five mile race—First, gold-beaded cane, A. W. Hails; second, pair of gold-tipped opera glasses, C. E. Tracey; third, king's own tool bag, G. H. Perry. Six and one-quarter mile race—First, gold-lined silver bicycle goblet, A. J. Cushing; second, silver medal, F. W. Koowz. Half-mile dash—First, gold watch chain, E. T. Bigelow; second, silver medal, Harry Browning. Twelve and one-half mile race—\$20 a side, W. B. Youngman, winner.

THE CAMBRIDGE TWENTY-FIVE-MILE ROAD RACE.

CALDWELL WINS IN 1H 45M. 35S.

The twenty-five mile race of the Cambridgeport Bicycle Club took place on Decoration Day and was witnessed by a large number of lovers of the sport. After being photographed at Hastings square the race was at once commenced, the start being made at the River-street bridge.

The course was through River street to Oak square, Brighton; Tremont street to Vinton, Waltham, Newton Upper Falls, Auburndale to the sign boards, to Chestnut Hill reservoir, about which the riders were to course four times, thence through Brighton and Allston to the point of starting. There were nine entries, Frank E. Carmen, George W. Bean, H. L. Caldwell, L. W. Briggs, Dr. S. F. Marshall, George K. Wheeler, Edward C. Himeon and W. T. Rook.

The start was made at 10:16:30, Himeon taking the lead, but soon lost it to Caldwell and Briggs. The road was heavy and in such a bad condition that Briggs took two headers in Newton, thereby necessitating his withdrawal. At this point Caldwell was two minutes ahead of the other competitors, reaching the reservoir five minutes in advance. Although seventeen miles had been passed over he appeared to be still quite fresh, but was hard pressed by Bean, Himeon and Rook, who seemed to be pretty evenly matched.

Caldwell finished first, and was ten minutes ahead of the others, making his twenty-five miles in 1h. 35m. 35s. Himeon came in second in 1h. 44m. 5s. Bean third, in 1h. 44m. 15s., just four seconds behind the second man, and Rook fourth, in 1h. 44m. 5s. Carmen finishing fifth in a pretty badly used up condition.

HOWELL VERSUS WOODSIDE.

The particulars of the first championship race between Howell and Woodside, have just been received in the London *Sportsman*. The race—twenty miles—was contested at Leicester on May 15. The weather was fine and some eight thousand people witnessed the races. The big event was called at half past six. At the start Woodside got away first, and covered the quarter in 42s., the half 1:22 3/4, the three quarters in 2:05 three-fifths and the mile in 2:48 four-fifths. Woody led for two and a half miles at about this pace, when Howell rode up to and passed him easily. The two got level again shortly, and the five miles were ridden in 14:58 two-fifths. The men kept close together till the last lap, riding ten miles in 30:08, when Howell dashed away and won by a yard; time 1h. 54s.

A one-mile professional handicap resulted in a victory for Temple, or Friedburg; handicap one hundred yards; time 2:36 3-5 s.

HOWELL WINS THE MILE.

LONDON, May 30, 1887.—Howell won the bicycle championship at Wolverhampton to-day. Howell got off first, but Woodside went to the front and maintained the lead over the first lap, when Howell again took the lead. Woodside made strenuous efforts to recover first place, and once was on a level with Howell, but never got ahead. Howell won by eight yards, his time being 2m. 47s.

Woodside had been training for a week on the race track. He is suffering from congestion of the liver and kidneys and is under a doctor's care.

As Howell has won three races the remaining two of the series will not be contested.

PHILADELPHIA POINTERS.

The Athletic Club Schuylkill Navy Games came off on Saturday, 28th May, a bad day for several reasons. First, it was the date of the Inter-collegiate games, to which most of our best athletes had hied themselves. Then, Wilhelm did not turn up, nor Pearson, nor even Richwine. So the two bicycle events fell to C. G. Stevens of Millville, in 3:09 for the mile, and 6:35 for the two miles, although the latter was won on a foul. Besides all this, it rained, and most of us did not think it would be worth while to go out.

So old "Kirk" is to be our President for the next year or so, anyhow. Well, everyone knew it—a veritable "handwriting on the wall"—though I hope the Doctor won't think I am comparing him to Nebuchadnezzar (I'm not up in biblical lore, but think this was the cove). Still there are others to whom the writing did appear, preceding their downfall. Numberless folks hereabouts do not like Kirk worth a sou, and I fear I must count in that number "my friend Gideon," as Collie Wallace, of the staff of the "American Air-feat" would say. Collie speaks of other dogs, etc., in a late issue of the *Obsolete*. Say now, Collie, do you really think a dog of your calibre, with one bow-leg and three knock-knees, would actually attempt to meet "Gid" on the road? Or if you did, wouldn't you put your little tail between one bow-leg and the other knock-knee and make the best time of your life across fields home? Own up now, really? Just the same, I believe you are a dog of some sense, and would leave him severely alone, thereby following the shining example of your friend of the "Press, don't-che-kneow."

I've just heard a story about a proposed "proxy" boxing match, a relic of Brer Bassett, of which I hope to have gathered sufficient facts by next week to tell you—that is, if I can get permission to publish it.

The Germantowns have been down to Maurice River, N. J., on a three days' trip, and report a most glorious time. Good roads, better riding weather, and superb meat and drink combined to make the excursion a most enjoyable one to sixteen of the corps. Members of the Century Club were met en route, and cycles seemed as thick as bees in new grain, but no one except the initiated seemed to know of the precise location of the garden spot to which the Germantown effort was directed. After riding a number of treacherous sand spots and cross roads(!) it was finally reached, but only the guide might find it again. After they arrived and the inner cadaver fully comforted, music and photography were the order of the day. Roberts, one of the new members of the club, is reported to have stopped at nothing on the trip, riding the apparently impossible several times. Altogether the accounts returned are so enticing that no one of the club who did not go regrets it more than DIXIE.

JONAH'S STORY OF THE RACE.

What did I tell you? Wasn't it, take it all in all considering the course and the average time made by the contestants, the greatest road race ever run in this country? Wasn't my revised statement that under ordinarily good conditions 1:35 would be crowded close and even beaten verified? To be sure twenty men did not beat 1:50; but sixteen did though. Remember, however, when I made my prophecy I was figuring on the basis of forty starters and there were only twenty-eight. Were there not one thousand wheelmen at hand and was not the crowd that witnessed it the biggest that ever saw a road race in this country? I know nothing about Clarksville, for no papers have as yet told me about the race there. I put these questions not in the spirit of a self-glorifying prophet, but simply in proof of my belief that the races of the association of myriad initials are among the greatest wheel contests that are run in our land and attract the most widespread interest. I praise these races because I want to see throughout the country such associations as these organized by wheelmen. They are, I hold, the real tests of men and wheels, and work a more direct good to cycling than dashes around a track on machines that for practical purposes are useless. They show how on roadsters men can go from Smithville to Jones-town, so many miles over so many hills, in time that would kill a trotter, could he be made to go two-thirds as fast. We should have such races as will demonstrate to the public the value of the wheel as a vehicle. Races such as the one just run do just this thing.

Apart from the missionary work it accomplishes it does a world of good in cementing and actually creating the fellowship of the wheels. The clubs mingle with one another, learn to know one another, and in fact become an association of brothers. In the midst of all the excitement and rivalry of the contests this fraternal feeling blooms forth strong and conspicuous. Along the course during the races the partisans of the different clubs are stretched. They cheer and shout for their members as is natural, but they are ever ready to help one another in every way. The sponges are for all to use, the ginger ale and water for all to drink, and let a man break down and the clubmate of his rival is the first one to proffer a helping hand and a wheel for him to continue his race. Such a feeling is an honor to gentlemen and elevates sport above petty rivalries and jealousies.

After seeing the parade of the Elizabeth Wheelmen in the morning I hid myself to the course. At the Hilton Inn I met a host of early comers and a good time of it we had fighting the old battles o'er again. All the time the clans were gathering fast by ones, by twos, by threes, by dozens, mounted on every variety of the *genus* cycle, that the ingenuity of man has yet devised, and man is neither idle nor uninventive. Thirty Ilderans wheel by on their way to Irvington and are cheered, and cheer in return. A lot of business looking Citizens wheel up and hie themselves to the dispenser of things that cheer and do inebriate and do not inebriate. Captain Martin of the Elizabeth and one or two of his men came in hot and perspiring, after a tussle from South Orange with the advance guard of the Pennsylvania Bicycle Club, who were anxious to teach the simple Jerseymen how they ride down in Pency. Their instructions were gratefully received, and a polite return was made in kind. Soon the main body of Quakers arrived, and a gallant thirty they were, and right glad were the boys to welcome the visitors from Philadelphia. Now the wheelmen gather faster and faster, and club after club dismounts, stacks machines, and mingles in the throng. The cycling public now begins to arrive. Carriages freighted with pretty girls, all wearing the colors of their favorites, drive by and take up places of vantage. Two big stages, gayly decked with the orange and black flags of the Rutherford boys approach, filled with the beauty and enthusiasm of the place they came from. Then four horses drag up a monster carryall of Elizabethans. The club flag floats defiantly out behind as though menacing the Rutherford standards. Up the hill dashes "Little Caldwell," the sixteen-year-old pride of Elizabeth, who has been too impatient to wait for his fellow teammen, who are coming along in a stage behind. He dismounts and greets his clubmates with that eternal boyish smile that never leaves his face, even in the hottest part of the fight. A fine specimen of vigorous American boyhood he is, and looks fit to repeat his performance of a year ago, when he finished ahead of fifteen or more of the best road riders about New York.

The teams gather lazily—too lazily—and go to their rooms to be prepared for the contest.

Dinner time and a rush is made for the fifteen by ten room, where it had been announced that four hundred and fifty would be fed. You paid your dollar, wrestled with a country feed dear at fifty cents and skip out to make room for the next mess. Full stomached you are, then why complain? You are out for a day's fun then why grumble at trifles?

And now for the start and the race. For two hundred yards along the road near where the men are to be sent off is a crowd of carriages jammed together leaving but a ten foot strip of macadam between them. Two hundred or more wheelmen are there too. Above all the chin rings out clear the voice of Thomas Crichton, the clerk of the course, shouting out the numbers of the men as they have been drawn. On the front line are Stenken and Caldwell, but Hall, "Val," Greenman, and the other noted flyers are further back. A host of timers, scorers, judges, and wheel reporters hover around. At last the word to mount is given and twenty-eight prides of seven clubs climb into the saddle to do or die. "Track, track, track" is shouted and the mass of spectators part and grudgingly give a narrow lane for the racers. "Bang" goes the pistol. Stenken dashes ahead, but behind him some one has fallen and all are called back. A second time they mount. This time they are off for sure. They fly down the alleyway with a rush and amid the frantic cheers of the crowd. Soon they are a moving mass in the distance. Now the hubbub of discuss begins. A wants to bet B that Kings County will win, C thinks Hudson County can knock out Ilderan, D is sure that Union County will beat Elizabeth, D talks cynically and doesn't care who wins as long as time is made, the Kings County boys know that Hall, and perhaps "Val" too, can wallop Stenken, and the Hudson County men are just as positive that Charley will spread-eagle the field. And so the talk goes on, and the spectators work themselves up into a state of expectant excitement.

Prial stands watch in hand, seems cool and tries to keep me ditto. He is not at all successful, for I am bubbling over with an enthusiasm that has not found vent since last election day. With what little assistance I can give him in my excited state he jots down notes, figures, and times, and will give you a technical narrative of the progress of events that will tell you more than all my gush, so I will not trespass on his pasture.

A wait of some sixteen minutes and the racers appear up the road at Hilton, a minute or two later the leaders dash by. Harry Hall has caught the flying Jerseyman and is lapping his wheel. There is a stick-there look about Harry that means business, and a get-there expression in Charley's face that means that the man who beats him will be very tired. 17.38! Whew! But they're going! A hundred yards behind comes "Val," the first winner. Bradley of the Ilderans is at his heels—a wonderful improvement for the Ilderan man in six months. Next we have Halstead on a Star this time. And if close behind is not little Caldwell just where he was last Spring. He is riding for sure now and his year's growth enables him to go faster than ever. Following him is Knox, the Kings County's new man, and he looks to be a daisy, as he is. A little further back is Weber. It is the same old story, King's County first, and able to stay there. Up the long hill the racers tire, and the ten miles is reached with no change in the leaders. Fifteen miles and still Hall hangs to Stenken like a shadow; but Bradley has forged ahead of Valentine and the Elizabeth lad has passed Halstead just where he did last Spring, all this time Kluge on his trike has been knocking road records silly, and rapidly overhauling those who started five minutes ahead of him. He has made fifteen miles in 55m. 44 2-5s. At twenty miles Valentine has again gone ahead of Bradley, while the flying pair of Stars is a half a mile before them. The pace has been terrific. Some look flushed, others pale, yet there is no sign of slackening in the pace going. Now the changes are more rapid and the excitement grows to fever heat. Kings County will win, of course, but will Hall beat the Jersey flyer and who will be second, as Elizabeth, Union County, Ilderan, and Hudson County are making a gallant fight for the honor? Hilton is reached on the way home. Here Harry Hall in answer to the cheers of his clubmates puts in all steam, and the Star of Brooklyn for a moment eclipses the Star of Jersey and then sails by to victory. Across the line he dashes a winner among a bedlam of cheers. Game to the last, the Jersey City boy passes four seconds later

and receives an ovation second only to Harry's. Now comes the gallant "Val"; then Bradley, Ilderan's new champion; then Caldwell, eleven minutes ahead of his first race, yet only fifth; then Kings County's new scorcher; then Captain Baggot of Hudson County; then Bowman, the vegetarian, trained on a diet of strawberries and mush; then Greenman, not yet revived from his fall of the week before; and then all the other plucky boys who have nobly fought for their clubs.

Hurrah for Kings County, who has won with three men!

Hurrah for Ilderan, second again!

Hurrah for Elizabeth, beaten by Ilderan by one point, yet third just the same, with no excuses to make and ready for the next time!

Hurrah for all the rest, beaten yet more thought of than if they had failed to toe the scratch!

Hurrah for the third great race, and hurrah for the next one!

JONAH.

KENTUCKY KRONICLES.

A touching incident occurred a few Sundays ago out at Independence, Ky. A number of wheelmen had run up from Covington, and with the number was Jerome Clark, of Newport, who is a photographer of no little merit, and who on this occasion had his camera with him. While the boys were posing in various attitudes about the Court House yard a resident of the place came up and requested Clark to do him the favor of taking a photograph of his little daughter, whom he said had the consumption and was unable to stand the long ride by pike to the city. He said she could not live long at best and begged earnestly that he might have a picture of his child. The big-hearted wheelman of course granted the request, and the peculiar and rather sad spectacle of a little wan-faced girl sitting in a chair at the doorway of a humble cottage while the camera was made to do its work of remembrance, and the brown faced and athletic young men standing about looking on, was one not soon to be effaced from the memory.

Messrs. Milholland, Justis and Wilhelmy, of Cincinnati, part of the delegation which went to the League meet from here, returned from Terre Haute, Ind., on their wheels.

Prof. Geo. Beach, who perhaps more than any man in the three cities made business use of his wheel, has gone to Wichita, Kansas, with his bride, where he will continue the practice of his profession, that of a teacher of music. His success while here bespeaks more for him in his new home. He covered, last season, 2,700 miles on his wheel.

Two of the clerks in Clark, Widdifield & Co.'s store in Cincinnati use the wheel daily in going to and from business. I have noticed such a marked increase in the practical use of the bicycle since the new streets have been put down that I feel constrained to say something about it.

On Thursday, June 2d, Messrs. Lawrence Spalding and Al. Achmitker, of Covington, start on a tour through Ohio, Indiana and Illinois, which has for an ending the town of Chrisman, Ill.

These young gentlemen will "put her through," and expect to arrive there inside of four days.

Their first stop, as now calculated, will be either Cambridge City or Richmond, Ind.

They will have a pleasant time if favored with fine weather.

Last Sunday wheelmen who rode out the Madison Pike back of Covington were greeted with the query "who was that that was shot at?"

It seems that the countrymen either wanted to frighten the boys or else some shooting had occurred and the shotee, as it were, was making tracks for home, for every person along the road stoutly asserted that two wheelmen had been seen to pass on each side of a man in a buggy, whose horse reared up and who thereupon fired upon the cyclers with evident murderous intent.

No wheelman is yet reported as being in the hospital or engaged picking lead out of himself, so the rumor must be false, or the horseman a very poor shot.

Understand, in this connection, that Kentucky cycle dealers sell as an accessory a pistol holster to go under the saddles and in easy reach of the rider. Don't know how true it is, but must say if this thing keeps on that will be about the pass it will come to.

Dayton, Ky., has turned a notch ahead in city finances by announcing that hereafter bicycles will be valued and taxed as personal property, and that \$50 will be the nominal value placed upon them. That makes about eighty-eight cents per year for each wheel.

Saturday evening, June 4th, the Kenton Wheel Club of Covington will leave in a body by the

Kentucky Central Railway for Cynthiana, Ky., where they will meet the local riders and proceed, next day, to Blue Lick Springs, and return in time to catch the train for home Sunday evening. It should be a fine trip.

The Road Map Committee of the Kentucky Division is soliciting advertisements for the book in which the map is to be printed, in order to make the cost less heavy upon the finances of the Division. It is hoped they will receive the support of the advertisers, as the book will be a daisy when it gets here.

There is talk among the wheelmen, who have been paying exorbitant tolls and having restricted rights of passage over the suspension bridge from Covington to Cincinnati, of bringing a suit against the company to compel it to allow the free use of bicycles on its structure. A committee is investigate the legal phases of the matter, and something may drop shortly. The Lexington Turnpike people are to receive their share of attention on the score of exorbitant charges, though they lately reduced their rates for bicycles to five cents for every five miles, when it was formerly ten cents for the same distance. NORB.

CANADA TOUR OF THE ILDERAN BICYCLE CLUB.

We give below an outline of the regular annual tour of the Ilderan Bicycle Club for 1887.

Boarding the five P.M. train on the West Shore Railroad, Saturday evening, July 9th, they reach Niagara Falls Sunday morning at 7:30. They make a stay of about twenty-six hours at the Falls, this giving ample time to visit all the points of interest, for which the managers of the tour have made very complete arrangements, having secured accommodations at the International Hotel, arranged for carriages for those desiring them, &c., that the party may "do" the place quickly and thoroughly.

Leaving Niagara Falls at nine A.M. on Monday, the 11th, they take their introductory ride of ten miles to Niagara-on-the-Lake, arriving at 11:30 A.M. As the ride leads along the bank of the Niagara River, they will have two and a-half hours in which to make the ten miles, passing the whirlpool, Brock's Monument and other noteworthy sights, viewing probably the most magnificent ten miles of land and water scape in America.

Trusting themselves to the kindly blue waters of Lake Ontario, they enjoy a sail of sixty miles to Toronto, where the Rossin House will be the headquarters until nine A.M. Tuesday. At Toronto the tourists will be the guests of the "Wanderers" (the largest club in Canada), who promise a "very fine and large" time.

From Toronto the wheels are resorted to for forty-six miles to Newcastle, Royal Hotel. Wednesday the mileage will be forty-seven miles to Brighton, Central Hotel. Thursday brings them into Belleville at noon, where a three hours' rest is enjoyed and a dinner partaken of with the local C.W.A. Club. Napanee, forty-seven miles, Campbell House, is the stop for the night.

Friday noon the party will reach Kingston, dinner at the British-American Hotel, embark at one o'clock for the Thousand Islands. A steamer has been chartered here, primarily of course to help them "count the islands," and incidentally, as an aid and abettor of solid comfort and general jollity.

Leaving the Thousand Islands Saturday, July 16th, at ten A.M., by steamer for Prescott, they there mount the wheels again for a spin of twenty-two miles to Morrisburg, putting up for the night at the St. Lawrence Hall. Here arrangements have been made for shooting the Rapid Du Plant.

On Sunday morning the tourists will leave Morrisburg for Cornwall, twenty-eight miles, dinner at the American House, reaching Coteau, thirty-two miles, for the night,—this making a total of sixty miles, and being the longest day's ride of the tour. They leave Coteau Monday morning, July 18th, for Montreal, thirty miles, devoting a day to the sights of the city, with the headquarters at the famous Windsor Hotel.

Among the places not spoken of in the above prospectus, yet coming within the scope of the tour, may be mentioned the River St. Lawrence and the Lachine Rapids.

The above will give a slight insight to the fun awaiting the wheelmen participating in the Ilderan's tour.

The Manager of the tour, Mr. R. L. Calkins, informs us that fifteen members of the club, with a few from other clubs, and friends, have already given notice of their intention to start; in addition to which there are a number who are anxious to

go, but will not say definitely until they have arranged their vacations to meet the above dates.

The party will be limited to fifty, and the Committee confidently expect that number to be reached before the list is closed. All arrangements have been completed, except such as cannot be until the size of the party has been definitely learned. For this reason, those intending to join should so inform the Committee on or before June 20th. The Ilderan Bicycle Club earnestly invite all gentlemen desirous of making the trip to join them. Any further information will be given by the Committee, either by letter or by calling at the Clubhouse, 71 Lincoln Place, Brooklyn, any evening.

The total expenses of the round trip will be less than fifty dollars; in addition, our party numbering thirty or more, a special parlor and sleeping car will be furnished to the Falls, and returning, from Montreal. In making the arrangements the Club has been fortunate enough to secure the aid of an experienced railroad man who is well acquainted with Canada and has many friends there. This gentleman has been of material assistance in reducing the expenses.

Though the tour will end at Montreal within ten days, some of the participants will probably extend the vacation to Lake Champlain and the Adirondacks for the balance of the two weeks, returning to New York, July 23d.

There will probably be some who may be limited to a week's trip; these may leave the party at the Thousand Islands, bearing, of course, their pro rata share of the expenses.

In conclusion, if this trip interests you, write the Committee, or, better still, call at the Clubhouse regarding it.

Committee:— { R. L. CALKINS, Manager.
W. J. SAVOY, Captain.
H. C. METTLER, Secretary.

MINNEAPOLIS.

MAY 27, 1887.

Well, the Meet has come and gone, and the unfortunates condemned to stay at home must content themselves with the programme—a thing of beauty—and the meagre reports the local press has given us. THE WHEEL's advent will be eagerly looked for the coming week, if never before. By the way, speaking of THE WHEEL, I wonder if all its readers fully realize what they are receiving in exchange for the small sum of a dollar. The last copy went ahead of anything yet received, and I can't see how the editor can do it at the price. But I am not kicking, far from it. Go on with the good work.

Leland & Waring are jubilant over the fact of the first two men in the Clarksville race riding Victors, and their windows have been ornamented with a conspicuous placard of the fact, and a telegram from the Overman Wheel Company. Other dealers take comfort in the fact that no mention was made of the Star in the finish, and feel they are not alone in misery.

Dr. Aitkin of the Citizens Club, of New York, was in town the other day, and, in company with our worthy Chief Consul, took a run to St. Paul and return, some twenty-five miles.

The abundance of sand in our roads proved rather too much for an Eastern rider used to 'sand-papered' roads, and he left an imprint of his mighty form between here and the Sainly City, that it will take several rains to wash away. No serious damage done—to the hard road.

Rev. A. D. Graham, of this city, starts next Monday for a three months' visit in England, and it is one that many a cyclist will envy him. In company with a cycling friend, he proposes to take a short run up into Scotland, avoiding the more mountainous part, and then, making London his headquarters; take frequent runs into the country round. Doubtless his clerical coat-tails will frequently absorb the dust of the Ripley Road.

The time of record-breaking and long-distance runs is upon us, and several notable trips have been taken. Grant and Colie Bell opened the ball with a sixty-two and one-half miles run to Clear Lake, straight-away in eight hours, claiming the longest distance yet ridden in that time in Minnesota. It was not the longest straight-away run, as the writer himself was one of three making seventy-five miles a year ago last October, and last season J. R. Stockdale claims to have made one hundred and thirty miles between daylight and dark, on a trip taken to Dakota, and all on Minnesota roads. This fact was stated in the daily press, and the writer then went into a little mathematical calculation to show that at the rate Stockdale rode, on reaching Clear Lake, he would have been seven miles and a

fraction ahead of Bell and his brother. As a result of that, challenges for a road race of fifty miles have been issued, but will result in nothing definite, both parties seeming unable to agree on a satisfactory time and place.

The date of the Minnesota Division's L. A. W. Tour has been changed from June 27th to June 20th, better to accommodate business men wishing to take part, as the last and first parts of each month are usually busy times for them. The route takes in St. Paul, Minneapolis, Fort Snelling, Shakopee, Henderson, St. Peter, Mankato, New Ulm, Redwood Falls, Glencoe, and if wished, Lake Minnetonka—mostly on prairie roads. The party will be entertained at St. Paul by the Alert Bicycle Club, and also tendered a hop at Redwood Falls; where a hill-climbing contest will be held. I hope Minneapolis Wheelmen will not be remiss in the hospitality. When the Peoria Tourists were here two years ago, those taking part in the lunch tendered them at Calhoun's will long remember the pleasant hour passed, and the run to Excelsior that followed.

On Thursday, the 26th, five members of the Minneapolis Club started out with the intention of breaking the State record of sixty-two and one-half miles in eight hours. Start was made at four A.M., and the objective point Orratonee, the plan being to ride there and return. Westcott, sixteen and three-quarters miles away, was reached at 5:30 A.M. Farmington, twelve and one-quarter miles further on, was made at 7:40, and here a halt made for breakfast. Beyond Farmington, such a strong head wind was encountered that all but one changed course, making for Hastings and reaching that place at 12:10 P.M. Distance made was sixty-six and three-quarter miles, actual riding time six hours, fifteen minutes. One man, owing to saddle's breaking, was left at Farmington. Two more were satisfied with the ride to Hastings, and took train home from there. The remaining man, one of our toughest all-round riders, returned the entire distance to Minneapolis a-wheel, covering one hundred and three and three-quarter miles in actual riding time of ten hours and fifteen minutes—a very creditable record for our country roads and likely to stand for some time. The man who was determined to reach Orratonee and did not let a head-wind discourage him, kept on till some ten miles beyond Northfield, the roads became so bad, that he returned to Mendota, passing the night there. Total distance covered by him was ninety-eight miles.

Both clubs are holding weekly runs and they seemed to be well attended, a gratifying change from last year, and showing the presence of two clubs this year acts as a healthy stimulus. One of our veteran riders has given up the two-wheeler and anxiously waits a Columbia Light Roadster Tricycle, the first of the kind in the city. Roads away from the beaten paths are not very favorable to use of tricycles, but our eyes are occasionally even gladdened by the sight of a lady bowling rapidly along Nicollet Avenue. One of the "three for a dollar" style of dudes spoke disparagingly the other day of ladies using tricycles in public, and the Tribune of next morning contained a scathing comment on the foolishness of his kind, advising him to go East, where such sights are more common.

Grant Bell's experience in the Smithville Factory last winter comes in play at this season, his repair shop being crowded with work. If anyone ever wants to annihilate time and space it is a wheelman when his wheel breaks down, and I can recommend Bell as promptly attending to jobs. By the way, I am to have an opportunity of thoroughly testing a New Rapid's capabilities, and will give a breathless world of wheelmen the result in my next. Till then, yours expectantly, L. B. G.

At the close of the fourth annual tour of the Indiana Division, L. A. W., which takes place from July 3 to July 13, 1887, a bicycle meet will be held at Terre Haute, the principal features of which will be a hill-climbing contest and bicycle races, closing with a concert at Hulman's park by the Ringgold band, an address by the Mayor of the city and distribution of prizes. The programme of races will be as follows: One-mile club championship, one-mile novice, two-mile State championship, half-mile ride and run, three mile interstate championship, one-mile 3:30 class, half-mile State championship, one-mile road wheels, forty pounds and over, one-mile amateur (open), one-mile Star, half-mile 1:40 class, three-mile club team (Indiana championship). For hill-climbing contest and championship races there will be gold medals, and for the remaining, three or more prizes. Entrance fee to each event \$1.—Boston Glo.,

ACROSS THE CONTINENT.

TWO HUNDRED AND FIFTY-NINE MILES IN FIVE DAYS.

At six minutes past six o'clock on the morning of May 24th, two wheelmen might have been seen pedaling out of Herkimer, N. Y., on a mission that will bring one of them at least to the land of the Golden Gate. The writer, astride of a fifty-two inch full nicked Expert Columbia, and C. P. Avery of Herkimer, also riding a Columbia, composed the members of this little cavalcade.

An overclouded sky obscured the rising sun and rendered riding a pleasure indeed. The first town we passed was Mohawk, a mile from home, whose denizens had not yet been clasped from the arms of morpheus. Two miles farther and Ilion, the seat of the famous Remington Armory flitted by, to give place in turn to Frankfort, three miles farther on. Here the first dismount was made and thirty-five minutes were consumed in the six miles. Pushing on, we reached Utica, the "pent up" city of Oneida county, at 9.15, with a cyclometer register of seventeen miles. Under the guidance of "Charlie" Metz, that princely wheelman and sprinter of Utica, we bowled out of the city at a lively rate and reined in our steeds at Clark's Mills, eight miles away. Here we bid adieu, and with the parting good wishes of our conductor, rode away to Vernon, seven miles, four of which were unridable and barely passable. While passing a little farm house, two miles from town, we were suddenly hailed with an invitation to cider. Did we cider? The records say we did. Poker (that's my chum) made a bad effort to get off a pun on *reconsidering* the motion, but I overruled him at once, and we went down cellar. Two glasses also went down cellar. Had we inbibed any more we would, most probably, laid down cellar. But we didn't.

From Vernon to Oneida Castle good roads prevailed, although the country is far from inviting. Dinner struck us in the shape of another farm house and our pockets in the shape of forty cents. We anticipated taking dinner at Canastota. But we didn't. We struck a big wind about sixteen miles from there and gave it up—not the wind, but the dinner. However we managed to get a sort of meal on corned beef, potatoes and pie. But that wind was immense.

IT BLEW GREAT GUNS

and Poker into the ditch all at once.

Leaving Oneida Castle with a mileage of nearly forty, we sallied forth over some of the finest roads of the day. But for the strong gale this ride would have ranked way up. Five miles more and the beautiful little village of Canastota appeared in view from a distant knoll. Proceeding into town, we met a jovial cyclist in the person of C. H. Wolf. It was now 3.30 P. M., and, while being introduced to several other cycling brethren, a big shower suddenly appeared and made our acquaintance without undue formalities. Well, this put an end to record breaking for that day, so we accepted the situation and a berth at Canastota with as good grace as possible. Wednesday morning dawned dark and dreary, with minor accompaniments of mud. We resolved to challenge neither, so staid in. Thursday gave but little encouragement, but we would not tarry longer and sallied forth at seven A. M. in elegant style and two inches of mud. Chittenango, seven miles west, we reached at 8.30; Fayetteville, nine and one half miles more, at ten o'clock, and wheeled into Syracuse with twenty-five miles more to our credit at exactly 12 M. A half hour was consumed for dinner and at 12.30 we left the Saline city, with its mounds and monuments of salt, in a cloud of dust and hied away over magnificent roads to Camillus, a fine little hamlet eight miles northwest. A slight shower overtook us here-about and we repaired to an old dilapidated barn. While rummaging for something to do, Poker resolved to sketch a cow and I went into the committee of the whole on appropriations. Eggs were the main investment and I proceeded to appropriate.

As our readers must by this time observe, we were hugging like grim death to the old Genesee Pike, which girdles New York from Albany to Buffalo. A coast of half a mile and walk of twice that distance were among the beauties we absorbed at Camillus.

The ride to Elbridge, eight miles farther, was made by 4.30 P. M., and Senet came in sight one hour later, twenty-one miles from Syracuse. The ride to this point was a perfect panorama of mag-

nificent sights, grand rural views, excellent farms, and a wealth of growing verdure.

A hail storm came up about three P. M. and drove us under cover, but soon passed over, leaving no apparent effect upon the solid road-bed. A run of thirty minutes brought us to Auburn and the end of our day's journey, with a register of fifty-one miles. As a state-prison is located at this place, we did not tarry long, and gave the city a wide berth. Friday was a twin sister to the preceding day—cloudy, cool and gloomy. Good roads and an abundance of fine coasts were promised us from Auburn to Canandaigua, but "the best laid plans of mice and men," 'tis said, "ait gang alee," and for twenty-four miles we believed in that adage. Roads! Those highways were terrible, inexpressibly awful, and not a coast, not a ride from seven to twelve miles was there.

A THICK, CLAYEY MUD,

with great avalanches of real estate on our wheels, and we were becoming immensely wealthy.

Cayuga was the first town we struck, and we reached there at nine o'clock—nine miles in two hours! Here's a record. A ferry is employed to transport one across the lake, and we repaired thereto. As the ferry scow only runs when the wind does, and there was not a breath of air stirring, we did not know what to do.

"Wall, I kin take yeou acrost befor night," said his ferryship.

"Confound it, man, we are going to San Francisco and can't wait for you to scare up a breeze. Why don't you have a stock of wind on hand for occasions like this?"

"Eh, what ye—"

"Can't you row us across?"

"Yas, but I can't carry that air wheelbarrow o' yourn."

"What the dickens do I want to do without my bicycle on t'other side of this lake? Where's your row boat?"

"Thar, the one with yaller sides."

We eyed the craft in question, and carefully lifting our machine, put it across the gunwale, and told our steam engine to open the flues. He opened them, and we came across in thirty minutes.

Arrived on the other side, we mounted and pedaled to Seneca Falls, five miles in another hour; passed through Waterloo at 10.45, five miles further on, and reached Geneva, the garden city of Ontario County, at twelve o'clock, having covered twenty-four miles.

Taking one hour for dinner, we turned our backbones upon one of the finest villages of its size in the country, roads included, and wheeled past mile upon mile of fertile land under cultivation on either side of the road. As far as the eye could reach extended a continuous mass of foliage in various stages of growth. About a mile from the city we met a man of Teutonic extraction, and inquired the way to Canandaigua. He said "Ein, vich il guin vom ust unstaklichst vion."

"Yas, dot vos so," and of course we knew all about it. He probably meant that he was going to Zion, but we didn't ask him any more questions. A run of six and one-half miles brought us to Castleton, a half way town, with one hotel, blacksmith shop and corner grocery. At 3.30 we pulled up at Canandaigua, having made the run of seventeen miles in two hours, over some of the best roads extant. A heavy rain passed over Canandaigua in the morning and left the roads soggy and "slow," consequently we were two hours going to East Bloomfield, a distance of nine miles, made up of three 3-mile hills. Fact! This completed fifty-one miles for the day and we decided to halt. A force pump and rubber hose removed several pounds of superfluous mud from our steeds, and after a good rubbing down looked like a plate glass mirror.

At seven o'clock Saturday morning we awoke in the midst of a dream and a dense fog. One was as impenetrable as the other. After waiting an hour, we concluded to venture forth and pointed for West Bloomfield, five miles away. Reaching here in forty-five minutes, we pushed on with mud and rocks and desolation everywhere. All went well until on essaying to change our tune to an inviting path, we struck it rich—that is, the path—but not exactly as anticipated. Our pride was humbled—not in the dust, but in six inches of dirty, sticky mud. Ah, my countrymen, what a fall was there. Worse than all, Poker, that inimitable imp of mischief, stood with arms akimbo and soothed our injured feelings, and shins, with a soul-piercing laugh. We arose and bound to side or die passed Lima, nine miles, at 9.30; East Avon, fourteen and one-half miles, at 10.15, and West Avon, sixteen and one-half miles, at 10.35, wheeling

into Caledonia, twenty-four miles, at 11.45. Of this distance, three-fourths was done out of the saddle and over roads covered with three to four inches of mud. At Caledonia we refreshed the inner man and reached Le Roy, seven miles, at 1.30, and Batavia, seventeen miles, at 2.30, making the fastest run on the road. For a road race these seventeen miles cannot be beaten. As the run can be made without a dismount. By the advice of some Batavia wheelmen we were induced to go thence to Albion, nearly north, eighteen miles, passing through Elba, six miles, Barry Centre, fourteen miles, and reaching Albion, eighteen miles, at 6.15. Taking supper about two miles from Albion, we received the heartiest reception yet tendered us, and lucky is the cyclist whose path leads him to the generosity of Mr. and Mrs. W. H. Phipps, of Albion. One mile farther and the placid waters of Lake Ontario appear in the distance. Long and earnestly is the eye of your writer fixed on this glorious sunset spectacle. Seven miles intervene between us and the lake, but it seems as one. The country for miles around is as distinctly discernible while all nature's brightest phases, clothed in melody of waning light, and arched over by a radiant pall of gold-crested clouds, in silver linings, combines to make a picture seldom seen on canvas. Nine miles more and Medina looms up in majestic array. "Three miles in forty minutes" completes the day's detour of seventy miles, and we retire with hearts lightened and spirits glowing with a justly pardonable pride. Ho for Niagara, in our next.

GEO. W. NELLIS, JR.

MEDINA, May 29.

THOMAS STEVENS' BOOK.

We have been presented by the author with an autograph copy of vol. 1 of "Around the World on a Bicycle," which is published this week by the Scribners' in this country, and by Marston, Low & Co., of London. The book, which consists of over 500 pages, and 110 illustrations, details Stevens' journey from San Francisco to Teheran. The cuts are the same as were used in *Outing*, and the reading matter is much the same as that which appeared in the magazine, with a revision and polishing up for which there was no time when the matter was first written.

The book is handsomely bound, the front cover representing a red cupid yielding her wreath of "speed" to a red Mercury, which typifies Stevens. The back-ground is a bicycle, done in silver. The frontispiece is a colored litho of Stevens. It is a good likeness, but represents him as too thin. The book is dedicated "To Colonel Albert Pope, of Boston, Mass., whose liberal spirit of enterprise, and generous confidence in the integrity and ability of the author, made the tour around the world on a bicycle possible, by unstinted financial patronage, is this volume respectfully dedicated." The preface to the book is written by Thomas Wentworth Higginson. Price, \$4; Chas. Scribner's Sons, New York.

CLEVELAND CULLINGS.

Last Sunday the Star Wheel Club took a run to Lorrain and Elyria, Ohio, a distance of seventy-six miles.

John T. Huntington, one of our fastest local wheelmen, left for Beaver Falls Monday to make his fortune. Boggis and Collister went along to see him do it.

The result of the Clarksville hundred-mile road race was received with disappointment by our local Star riders, as they expected a great deal from the Smithville team. S. S. L.

An American "Star"—neither a heavenly body from Yankeeland, nor a celebrated singer, but a rear-driving safety bicycle—was down at Ripley on Sunday, and caused some considerable commotion, for few of those on the road had ever set eyes on the machine that is so beautiful in theory and in safety, but so hideous in practice and in appearance. As a rule, a new-fangled machine is tried by everyone wishing to extend their knowledge of things cycular; but somehow this one was left alone, even our faddist not caring to risk a fall upon it. We have no wish to disparage the machine, which strikes us as being a perfect safety, but it is fearfully complicated, with its tubes all over the place, and, as we said before, it is perfectly hideous.—*Bicycling News*.

BROOKLYN ECHOES OF THE ROAD RACE.

As the readers of THE WHEEL have been largely informed during the last few weeks of what the New Jersey clubs expected to do in the Decoration Day race, it might not be amiss just now to refer to what the Brooklyn clubs have done in the past. In fact, we incline to the opinion that there never was a happier opportunity than just now, when Brooklyn is vigorously shaking herself by the hand over the latest victory.

Going back to the 12th of June, 1886, we recall with what extreme feelings of uncertainty the first race of the Association was started—uncertainty as to its success, and as to the racing strength of the starting clubs. The Kings County Wheelmen seemed to have prepared for it more systematically than her rivals, and, besides sending the first man over the tape, won a handsome victory on total points scored. The Ilderan Bicycle Club, the only other representative from Brooklyn, though losing one man through a fall, secured fourth place in a field of six starters.

On Election Day of the same year, twenty wheels sped away on their tiresome journey at the crack of the pistol, but the Kings County Wheelmen's acquisition of Hall made them even stronger than before, and he crossed the tape a winner in the time of 1:37, which the knowing ones said would probably not be beaten for a long time, as the conditions of both road and atmosphere were perfect. They also sent Valentine over the tape as second man, while the Ilderans sent Greenman and Bradley as third and sixth, and the Brooklyns Hawkins as fifth. On the total scores, the Kings County Wheelmen again captured the cup, the only other clubs from Brooklyn being the Ilderans and Brooklyns, who secured respectively second and third places. To go into the details of the last race is needless; suffice it to say that the Kings County Wheelmen again gave evidence of their practically invincible road work by winning with only three men against a field of six competing clubs. The City of Brooklyn secured second place again through the plucky work of the Ilderans, who are bound to sustain her reputation, even if they must play second to their neighbors, the Kings County Wheelmen.

The victory of Hall seems to have been a surprise to many, in fact almost everyone outside of his own club, and the time is truly wonderful, for the course was rendered at least two minutes slower than last Election Day through a strong wind and the loose stones strewn over the surface. There are many who still believe that Stenken is the better man, although all admit that Hall rode a very clever race. Certain it is that Stenken finished in far better condition than did Hall, and his admirers were greatly disappointed at the ultimate result of the long struggle. Valentine's admirers probably witnessed his last road-race on a crank wheel. After making such a mighty effort, as was apparent to all, the securing of third place certainly tended to increase his desire to ride the style of wheel which has shown him the way to the finishing point in the last two races. Apart from the natural interest attaching to the leaders of the race, probably the most interesting development was the riding of Bradley of the Ilderans, and Knox of the Kings County Wheelmen. The former, though comparatively unknown, not only pressed the champion crank-rider, Valentine, to within a few feet of the tape, being beaten by the latter's superior spurring abilities, but finished in such splendid condition as to surprise not only those who did not know him, but even his most sanguine friends and club-mates. We predict for him the title of champion crank road-rider for this season, and he may yet show the crack lever men how to ride fast on a hilly course. The weak point of the Kings County Wheelmen team as entered in the race was located with substitute Knox, but the way the plucky Star rider steadily pushed himself into sixth place, almost set the Kings County Wheelmen boys wild. Had Bridgman ridden, it is hardly probable that he would have finished so well. This makes another valuable acquisition for them. The fifth Brooklyn man to finish was Greenman of the Ilderans. Having been laid up for a week previous with a bruised leg, his friends gave up the idea of his doing much, and he secured ninth position. But for an unfortunate header at twenty-three miles, Weber would undoubtedly have been the next Brooklyn man over the finish. As it was he was carried into the Irvington Hotel, and upon reviving almost cried with disappointment, fearing that his mishap had lost the Kings County Wheelmen their cherished trophy. It was well that the cup

was again theirs, as they had the race fairly and squarely and for an unavoidable accident to have resulted in their losing first position would hardly have been, in equity, a defeat. Richardson and Schoefer, of the Ilderans, although finishing fifteenth and eighteenth, secured points enough to give their club second place. Richardson took a "header," cutting his elbow, but mounting a strange wheel he pluckily finished. Such examples are in strong contrast to the actions of those who ride for personal glory only, and who will drop out unless securing some coveted position. If the trophy is ever to be wrested from the Brooklyn "scorchers" it must be by dint of systematized team work, in which each member feels the full responsibility of his personal efforts.

From present indications it is likely that next Election Day will find the champions on hand with four well-trained Star riders. They will probably be included among the names of Hall, Valentine, Bridgman, Knox and Weber. What Valentine can do on the new mount remains to be seen, but if ever a man was built to push a Star, it was E. Valentine. With five months' work he could get in fine trim, and if next Election Day smiles on the gathered wheelmen as benignly as she did on her last birthday, we shall see one hour and thirty minutes come out second best in the final spurt with the winner of the race. ALERT.

THE CLARKSVILLE ROAD RACE.

AT CLARKSVILLE, MAY 23, 1887.

The men were placed in position at about nine o'clock. The start was a few feet from the crest of Happy Hill, a steep grade two miles south of Clarksville. The selection of the starting point was bad, the men being compelled to ride about fifty feet before reaching the top of the hill. The men took their positions in the following order: H. G. Crocker, Boston, fifty-three-inch Columbia; A. A. McCurdy, Lynn, Mass., forty-five-inch Star; Samuel Hollingsworth, Rushville, Ind., fifty-three-inch Columbia; Robert Neilson, Boston, fifty-two-inch Victor; S. G. Whittaker, Chicago, fifty-two-inch Champion; John Brooks, Blossburg, Pa., fifty-four-inch Star; Charles Frazier, Smithville, N. J., fifty-four-inch Star; Charles Ashinger, Omaha, fifty-two-inch Champion; William A. Rhodes, Boston, fifty-nine-inch Victor; L. D. Munger, Detroit, Quadrant tricycle.

Promptly at 9:16½ A. M. the men were given the word by the starter, W. M. Brewster. They got away well and one hundred feet from the start, as they shot down the steep hill, Frazier was leading. He was soon caught by Crocker, who held the lead until the Dover toll-gate was reached, six miles from Clarksville, when the order was changed, and when the racers passed through Clarksville, the procession was Neilson, Whittaker, McCurdy, Crocker, Rhodes, Hollingsworth, bunched; Ashinger and Brooks some distance behind, and Munger hopelessly in the rear. The course was heavy from last night's rain and the fine Dover stretch of seven miles, on which Weber last year made such fast time, was:

A SUCCESSION OF MUD HOLES.

The gravel was heavy all along the road, which made the big hills harder to climb than ever. A leaden sky opened up the day, but at the start the sun came out and the road slowly hardened, but not until the men were worn out by the heavy pulling. At short distances groups of farmers were gathered excitedly, discussing the contest. Wheelmen, whether racing or not, were given the right of way along the twenty-mile course. The odds at the start were: Against Rhodes winning, three to one; Crocker, three to one; Frazier and Brooks, four to one; Neilson and McCurdy, six to one.

FRAZIER AND BROOKS DROP OUT.

On the first round Frazier, who was suffering from a fall taken some days ago, dropped out and gave his wheel to Brooks, whose machine was breaking down. Brooks fell so far behind that on the second round he dropped out. The men passed through Clarksville, thirty-nine miles from the start, the second time in a strung-out order. Rhodes and Neilson were together, Crocker a little behind and Hollingsworth not far behind Crocker. Whittaker, who had broken his wheel, had fallen behind eight minutes, but got a new machine and he began to pick up the leaders. Ashinger dropped out at this point. The first lap of twenty and three-fifths miles was made in 1:15 and the second in 1:20, and bets were made that the world's record would be beaten. Rhodes, who had set the pace for eighty miles,

was passed by Neilson when near the end and beaten by a hundred feet. It was a great surprise to the knowing ones and a great deal of money dropped into unexpected pockets. All through the long hours Rhodes had held the pace so steadily that the race came to be looked on as his, especially as the rumor got out that he was pulling Neilson along, both being of the same team. So when the last lap was entered, the betting changed from even money on Rhodes to two to one in his favor. Nobody dreamed that the fifty-nine-inch wheel of the tall Rhodes would not cross the line first; and when the mass of humanity on the knoll near the finish saw the high wheel round the last curve first, the shout went up: "Come in, Rhodes, old boy! come in, you've got it!"

A RATTLING FINISH.

But he didn't have it. The curve was about eight hundred feet from the line. A Post-Dispatch reporter who dropped in behind the two men a little piece down the road was close upon their rear wheels as they rounded the curve. It seemed as if both men had done their utmost and that Neilson was too fagged to spurt. But as the reporter raised his head from his amateur spurt, Neilson pulled out to Rhodes' right, straightened up for a brief moment as if to get a good breath, and then, with a lunge forward, with all his weight on his pedals, he flew past the man who had doggedly led him for eighty long miles. Rhodes saw there was no use. The thing he had feared all through the day had come at last. Neilson's famous spurt staid with him for the close; and there was nothing for him to do but make as good a show as possible. He quickened his pace a little, and both shot down the last little grade in grand style, but Neilson's spurt lasted and carried him over the line a winner by fifty feet.

THE THIRD MAN.

Then the cry was, Where is Crocker? The plucky fellow had clung to the two leaders all day, and as he was only a minute behind when they last passed through Clarksville, it was thought he might have enough left in him for a final spurt, but it turned out that the several falls of the day had so shaken him up that on the last lap, when Rhodes tried to leave Neilson, with a sharp increase of speed, he could not respond, and had to see them pass on out of sight. He came in a good third and was loudly cheered. Crocker did better than was generally known. He always passed through Clarksville a little behind the other two, but that was because he slowed up for his food just before reaching the town. He would always pick up the other two a little beyond and the three thus rode bunched all day.

WHITTAKER BEATEN.

But still there was more left to excite the crowd. Whittaker was still out and they knew Hollingsworth was holding him close. Whittaker really owned Pike County. He was everybody's favorite, the ladies' hearts all fluttered over him, and if he had won the race, he could no doubt have asked for and got a farm. They were nearly half an hour behind the winner, but the crowd waited. At last the two came slowly in sight. Whitt was in the lead, but the Indiana man was lapping him. As the crowd cheered the two tired fellows put on a weak little spurt. As they passed down the grade to the finish, Hollingsworth's weight forced him toward the front, and when within fifty feet of the line they were wheel and wheel. Whittaker gave an extra dig at his pedals, but he swerved a little, and Hollingsworth shot across the mark a foot ahead. Whittaker had been handicapped all day with a 42-pound wheel, while the others' wheels were ten pounds lighter.

The record of the last lap for the leaders is easily told. Rhodes cut out the pace as usual, but took a header near the second toll-gate where a farmer handed him a dipper of water. The handle caught in the wheel and Rhodes pitched forward on his knees cutting one quite badly. He was up and soon again leading Neilson, who had not taken advantage of the fall. The finish was as described above.

The time of the men were: Neilson, 6h. 46m. 27s.; Rhodes, 6h. 46m. 51s.; Crocker, 6h. 51m. 27s.; Hollingsworth, 7h. 12m. 30s.; Whittaker, 7h. 12m. 45s. The fifty miles were covered first by Neilson in 3h. 14m.

L. D. Munger started on his tricycle to beat the American Tricycle record and finished in 10h. 4m. —St. Louis Post-Dispatch.

Neilson will ride in the Crawfordsville, Ind., road race. He will be banqueted on June 10th.

KRON AND THE "COVENTRY RING."

EDITOR OF THE WHEEL:—In answer to a paragraph reprinted in your current issue (p. 511) from the *Cyclist* of May 11 (p. 739), I ask you to reproduce the following from p. xcii. in the addenda of my "X. M. Miles on a Bicycle."

The defendant's counsel, however, not content with this signal victory, [in having "the Sec. Ed. of C. T. C.," the nominal plaintiff in a libel suit against J. B. Marsh, thrown out of court by the judge, November 22, 1886, on his own confession of forgery against the same Mr. M.], persisted in examining other witnesses, including H. Sturmev, editor of the *Cyclist*, who testified that, as a member of the firm of Iliffe & Sturmev, "he was interested in the proprietorship of several cycling publications," and "drew commission on work introduced to Iliffe & Son." The object of forcing this admission was to justify Mr. M.'s charge of "jobbery in the award of printing contracts"; for the Iliffes print the *Gazette* and other issues of the C. T. C. (though, in notable contrast, to the almost universal custom in England, and to their own custom in all other cases, they omit their imprint from the final page), and Mr. S. was a member of the "C. T. C. Council," whose rules forbid the award of any contract to a firm in which one of themselves is interested. This "jobbery" does not necessarily imply any corruption or unfair dealing in the case, but it explains why the *Cyclist*, *Bicycle News*, and other publications controlled by the Iliffes (or "Coventry ring") studiously support the C. T. C. *Gazette* in the policy of "suppression, division and silence." None of those prints has ever contained the facts here related, though the *London Times* deemed them important enough to include in its law-courts reports of November 23, together with the scorching reprimand which Mr. Justice Wills administered to the "Sec.-Ed." (in refusing to tolerate him longer as a plaintiff in his court), "for having indulged in the lowest and vilest abuse of the worst form of journalism." *Wheeling* of November 24 and December 1 also reproduced the remarks of the indignant judge; and I myself have taken pains to proclaim them in this country. *Bulletin* December 31, p. 635; *Wheeling Gazette*, February, p. 178, April, p. 18; *Bicycle World*, March 25; *Wheel*, March 11, April 8, 29; *Canadian Wheelman*, May, p. 75), in order to warn Americans against sending over any more subscriptions in support of the concern, so long as it continues in the control of a self-confessed forger.

The foregoing extract explains what was meant by my phrase about "muzzling" the Coventry papers. It is a historic fact that they were "muzzled," so far as concerns their suppression of all allusions to the greatest scandal ever developed by cycling journalism. As the chief actor in this (the forger who continues to pose as "Sec.-Ed. of the C. T. C. with 22,000 members") is the chief beneficiary of such suppression, the commonest literary usage justifies me in alluding to him as "the muzzler." Such phrase does not signify that he employs physical force in keeping the Coventry papers from exposing him—that he personally holds the muzzle of a pistol at their editors' heads; neither does the assertion that he "awards the printing contracts" imply that the legal form of awarding them are not signed by a "Committee of the Council." All mature men understand how such matters are managed; and it is the silliest sort of a subterfuge for the *Cyclist* to "give the lie direct" to assertions of mine, whose truthfulness depends upon the assumption that the "Sec.-Ed. of the C. T. C." is an autocrat who controls its nominal government, while professing to be the servant of it. If this assumption is thought to be "a lie," let the *Cyclist* say so, and try to prove it so; but let it not be so childish as to parade the literal inaccuracy (when isolated) of phrases which are necessarily true in case the assumption which they rest upon be true. As well might it pretend that I am trying to deceive people as to the legal ownership of the C. T. C. *Gazette* when I speak of it as the editor's private property.

There is something infantile, also, in the *Cyclist's* implication that when a newspaper writer refers to the three men who form the "Coventry ring" of printers and publishers, he is bound always to proclaim their exact business relationship to each other. So far as concerns their moral accountability to the general public, the publishing firm of "W. I. Iliffe & H. Sturmev," and the printing firm of "W. I. Iliffe & Son" (for getting whose contracts H. Sturmev gets a commission), are one and the same. As a matter of brevity, I refer to both firms, indifferently, as "the Iliffes;" and it is absurd for anyone to censure this practice as "lacking in veracity."

"Springfield falsehoods" were boldly charged, some months ago, by this same *Cyclist* when the Springfield Bicycle Club announced, through its president, that leading cycle dealers in England had contracted to supply a lot of their "Amateurs," at a stipulated price, for the September tournament at Springfield; yet when the written evidence was sent to London, for the examination of so well-known and so widely-respected a man as A. J. Wilson ("Faed"), who proclaimed that it justified the club's announcement, neither the *Cyclist*, nor the Iliffes' other paper, *Bicycling News*, printed the verdict. For a journal of this sort to "give the lie direct" to an impartial chronicler like myself, is rather droll. I'm afraid that even the stern features of Mr. Justice Wills might relax into a smile if he knew of the case—though the fact would, of course, lead him to class the paper in the same category with the forger's *Gazette*, which he rebuked for its "most vulgar abuse and worst style."

In token of my readiness to rectify every error committed, I may add that after printing about 1000 copies of page xcii (quoted at the outset of this note), I discovered that the editor of the *Cyclist* had ceased to be a member of the "C. T. C. Council," and so I changed the electrotype from "is" to "was" before printing the remainder of the 6,200 sheets. For the slight injustice done him by printing even a part of the edition wrongly, I am quite ready to express my regret.

KARL KRON.
West Springfield, Mass., May 30, 1887.

ROAD RACING AT CHICAGO.

A RACE TO SOUTH CHICAGO AND PULLMAN.

The great bicycle handicap race, participated in by the Chicago, Owl and Illinois Bicycle Clubs, had a field of thirty-four of the best local wheelmen when it started from the Leland Hotel. It was the greatest race ever given in the West, from the fact that it contained twice as many starters as any previous bicycle race, and the aggregation of prizes—\$786—is larger than for any event of a similar nature in previous years. The race was gotten up chiefly to create an enthusiasm for the sport and to encourage the local wheelmen. Unfortunately the road in the city was in a very poor condition on account of the rain. The course covered sixteen and a half miles, and was along Michigan avenue to Thirty-fifth street, Grand boulevard, through South Park, past Washington Park Club House to South Chicago avenue and along Stony Island avenue to Pullman, the finish being in front of the Hotel Florence. On Michigan avenue the track was very heavy on account of the mud, but outside of the city limits the road was more sandy and in better condition.

Long before the start was made a great crowd gathered on the Lake-Front, and as the time to begin the race drew near the sidewalks and greater part of the roadway were lined with people as far south as Twelfth street. R. D. Garden was the starter and the timers were H. D. Post, the President of the Owl Club, and Jack Hayes, the well-known sculler of the New York Athletic Club. W. L. Conklin acted as referee. The Owl Club entries wore blue caps with white stars in the centre, and the Chicago Club was designated by a bit of orange color, displayed in different forms. No uniforms were worn, but each wheelman was dressed as lightly as possible. H. L. Wheeler started promptly at 10:10. He had fourteen minutes' start, and the last one, Van Sicklen, left at 10:24. The starter, timers, referee, and many local sporting celebrities followed the bicyclers on a special car attached to the 10:30 train. The following are the names of the starters, with their respective handicaps:

H. L. Wheeler, fourteen minutes' start; E. B. Winship, 12:30; M. J. Andrews, 12:30; F. E. Spooner, 11:15; W. J. Maas, 11:15; C. H. Sieg, 11; H. M. Angle, 11; W. B. Greenleaf, 11; H. L. Fulton, 11; H. J. Street, 10:30 M. A. Hosford, 10:30; John Mason, 10:30; Frank Riggs, 10:30; R. G. Surbridge, 10; A. Ruhling, Jr., 10; J. H. Thiele, 9:30; R. E. Schmidt, 9:30; J. F. Palmer, 9:30; W. B. Buckley, 9:30; C. A. Morrison, 8:30; F. W. Ludlow, 8:30; H. R. Winship, 8:30; B. B. Ayers, 6:45; W. A. Davis, 6:15; F. T. Harmon, 6:15; M. D. Wilber, 6:15; C. B. Pierce, 6:15; F. A. Ingalls, 6; M. Bowber, 6; Gus J. Kluge, 6; J. M. Crennan, 5; R. H. Ehlert, 1:30; N. H. Van Sicklen, "scratch."

After a race which was marked by no special incident they reached the Hotel Florence in a

straggling procession. Following is the record of the five who came out ahead:

	Start.	Finish.
	h. m. s.	h. m. s.
H. R. Winship.....	10 15 30	11 18 25
C. H. Sieg.....	10 13 00	11 19 45
W. J. Maas.....	10 12 45	11 19 48
J. F. Palmer.....	10 14 30	11 22 21
H. M. Angle.....	10 13 00	11 23 23

ODDS AND ENDS.

The Citizens had a breakfast run to Polly Hopkins' on Sunday morning.

The East Hartford Club will enjoy their annual race-meet to-morrow, June 4th.

E. R. Drew, Massachusetts Club, is in town. He attended the Inter-Club road-race.

A two-mile handicap race will be held at the M. A. C. Games on Saturday afternoon.

L. P. Weber, who had a bad fall in the Inter-Club road-race, is reported entirely better.

The New Haven Club celebrated Memorial Day with a street parade, followed by a dinner.

The Chicago *Tribune*, of May 31, has an illustrated article on Military Cycling at Aldershot.

Wheelmen returning late from the Oranges can get a good dinner at the Hamblin House, 176 Chambers street. A number of Citizens tried it on Inter-Club Day.

The Owl Club, of Bordentown, N. J., held a club run on Decoration Day through Mount Holly, Beverly and Burlington. Dinner was served at the Arcade Hotel, Mount Holly.

On Sunday last, Phil. Fontaine, Citizens B. C., beat record from Tarrytown to the Citizens Club House in 60th street; time, 1:59:50; distance, twenty-five miles, course, beastly.

Twenty-nine members of the Boston Club left on Saturday for Sharon, on their annual outing. On Sunday a run was taken to North Easton to the estate of Fred Ames. Memorial Day was occupied with a meeting at the Massapoag House, and in boating and athletic games.

The Hagerstown wheelmen still continue their preparation for the Maryland meet, which takes place on June 13. The Martinsburg, Winchester, Washington, Cycle and Ramblers clubs have all promised to attend. A feature of the meet will be the eighty-mile road-race from Hagerstown to Baltimore.

W. B. Page again beat the record at the Brooklyn A. A. games, held on Decoration Day, at Brooklyn. Page jumped six feet two and one-sixteenth inches, which is the best American record and but eleven-sixteenth inches behind Davin's world's record. Page goes to Europe on Saturday to compete in the English championships.

Mr. Wm. H. Hoole, of the Long Island Wheelmen, is ever ready to advocate cycling as a means to health. For ten years his wife was an invalid, but one year ago she commenced tricycling, and now enjoys good health. Mr. Hoole permits us to publish the facts that others may be induced to try tricycling for the benefit of their health.

Mr. Kennedy-Child says that General Sheridan is thoroughly examining the question of the wheel as an adjunct of military equipment. To provoke a discussion on this subject Kennedy was induced by the distinguished military officer to write a paper for an army publication two months ago on the adaptability of the wheel for war purposes.—*St. Louis Post Dispatch*.

Thomas Stevens is making special inducements to sell his book among wheelmen. He expects to sell ten thousand autograph copies. As soon as that number is reached, \$500 in gold will be sent the person who sends him the greatest number of orders, and \$500 in gold will be sent to some individual purchaser to be determined by lot. If, at the end of two years, the number sold should be short of ten thousand copies, the premiums will be awarded pro rata.

The evening *Sun* of Saturday and the *Sun* of Sunday, devoted about three columns to bicycling. The matter was the A. B. C. of the sport, but it is a good beginning, and we advise all wheelmen to patronize the *Sun*, which is about the brightest of the evening dailies published in New York. The writer hit off the leading clubs of New York and Brooklyn and the prominent men in each of them. A strong appeal was made for the passage of the bill now in the hands of the Governor.

Around the World on a Bicycle.

From San Francisco to Teheran. By THOMAS STEVENS. With a preface by THOMAS WENTWORTH HIGGINSON. With a Colored Frontispiece—Portrait of the Author in Costume—by KELLY, and over One Hundred other Illustrations. 8vo, \$4.00.

The great interest which has developed in the last few years in the exhilarating sport of wheeling makes fresh and timely this record of Mr. Stevens' extraordinary journey. In every way his achievement was a remarkable one; and he has told the story of it in a style that will delight all who admire pluck, skill, and endurance, brought out under novel conditions and amid picturesque scenes in remote lands.

"Mr. Thomas Stevens need have little doubt that the most splendid piece of personal adventure of this century will be placed to his credit. For the originality of its idea, the physical endurance and pluck necessary for its execution, the dangers involved in it, and its own inherent interest, this bicycle trip round the world will pretty certainly remain unequalled in our time."—*Fall Mall Gazette*.

"The mere moral courage demanded of the man who essays an expedition into regions where such an outlandish carriage has never before been seen is sufficiently notable to entitle Mr. Stevens to the credit which he will no doubt obtain for his plucky exploit. No man who honors courage, pluck, endurance—no man who is capable of understanding these qualities—will feel anything but admiration for him."—*The London Standard*.

In ordering copies of Mr. Stevens' book, mention THE WHEEL.

CHARLES SCRIBNER'S SONS,

743-745 BROADWAY, NEW YORK.

The spring tournament of the Colorado Wheel Club was held at Denver May 15th and 16th. The meeting was a success financially and the racing was fair. Results: Mile three-minute class—R. Gerring, 3:06½. Mile open—J. Hosford, 3:06. Half-Mile—R. Gerring, 1:22¾. Three-mile lap race—W. L. Van Horn, 10:42. Boys' half-mile race—Walter Banks, 1:46½. Half-mile open—W. L. Van Horn, 1:33. Five-mile race—R. Gerring, 17:39. Consolation race—Kennedy, 3:49.

The Rover's Cycle Club of Charlestown have elected the following officers for the ensuing year: President and Captain, Arthur W. Robinson; Vice-President and Lieutenant, Mr. Joseph Smith; Secretary and Treasurer, Mr. Harry W. Robinson. The club will have a run to-day to Hough's Neck, returning Monday afternoon. Club runs have been arranged as follows: June 5th, Woodland Park Hotel; June 12th, Cobb's Tavern, Sharon; June 19th, Waltham; June 26th, Dedham.—*Boston Herald*.

The Portland, Me., Wheel Club planned the most extensive trip ever taken for Memorial day. The members were to start for Newburyport Saturday, ride from Newburyport to Boston Sunday, arriving here at five P. M., devote Monday morning to a run through the fine suburbs, and the afternoon to sightseeing, and return to Portland by boat Monday night. It is expected that fifteen or twenty wheelmen, including members of the York County Wheelmen will make the run. F. H. Pierce will be pacemaker between Newburyport and Boston.

At Deadham, Mass., on Thursday last, in the Supreme Court, before Judge Hammond, a verdict for the plaintiff was rendered in the case of H. M. Carter vs. A. Raymond. This was an action brought by a tricyclist to recover damages for injuries to his machine, caused by being run into by the defendant's team. The court awarded the plaintiff the full amount of his claim. It was clearly proven that plaintiff was on the right side of the road, and that defendant ran him down through negligence. This is another case that ought to prove to the non-cyclist that wheelmen have rights as well as they. For plaintiff, J. S. Dean; for defendant, J. E. Cotter.—*Boston Herald*.

The Springfield Bicycle made its first appearance at the Interstate Road-Race Decoration Day and created a very favorable impression. A large number of wheelmen tried it and expressed themselves as very well pleased with it.

After the race, while a number of the wheelmen were waiting for the train at the depot, G. Minturn Worden rode it off a curb nine inches high and another thirteen and a half inches. It was then ridden up a curb eight and a half inches, and another nine and a half in height with ease. A number of wheelmen measured the curbs. Then he made a number of trials, riding it down the platform full speed, and applying brake stopped it dead in from five to nine feet. We understand they are booking orders rapidly.

THE CHAMPION OPENS THE SEASON BY WINNING THE PEORIA ROAD RACE.

PEORIA, Ills., May 13, 1887.
GORMULLY & JEFFERY MFG. CO., Chicago.
DEAR SIRS:—The Peoria Bicycle Club ten-mile road race was won yesterday afternoon by Bert Meyers on a 52-in Light Champion in 40:27—fourteen hills in the course. The second man was John Seery (our repairer) on a full Roadster Champion. The third man straggled in on an '87 Light Roadster. The boys are all enthusiasm for your wheels nowadays.
Yours truly,
GEO. W. ROUSE & SON.

Lawn Tennis.

FIXTURES.

- Sept. 6-9—Orange, N. J., Lawn Tennis Tournament.
- June 8, 9, 10—Brooklyn Hill Tennis Club Tournament.
- June 13 and following days—New Haven Lawn Club, New England Championship Tournament.
- June 1-4—Championship of Middle States, St. Georges Cricket Grounds, Hoboken.
- June 13-16—New England Championship at New Haven Lawn Tennis Club Grounds.
- June 22-24—Orange Lawn Tennis Open Tournament, Mountain Station, N. J.
- July 1-4—Young America Cricket Club's Invitation Tournament, Stenton, Philadelphia.
- July 4-7—Championship Tournament Western

States, Scarlet Ribbon Lawn Tennis Grounds, Chicago, Ill.

- July 11-15—Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.
- August 2-4—Open Tournament at Boston.
- August 9-12—Open Tournament at Bar Harbor.
- August 16-20—Invitation at Nahant.
- August 22-25—United States National Association Championship.

THE FUTURE OF THE GAME.

Mr. H. A. Ditson, one of the most ardent admirers of lawn tennis in Boston, said when a Herald representative called to see him about the prospects of that game for the coming season: "Year by year, since the game was introduced in this country, it has increased in popular favor, and at the present time the prospects of a successful season are brighter than ever before. New courts are being laid out all over the country, and clubs are being formed everywhere. There is no doubt that the present popularity of the game is a permanent sentiment of the people of this country. The manufacturers of lawn tennis goods are already beginning to feel an increasing demand for their goods. There is a great many more good players now than there were last season, and before many more seasons have passed the players of this country will be on a par with those in England. They have much to learn about the game, but they are picking it up rapidly. The increasing interests in tennis necessitated by taking a trip to Europe this month to learn what there is new in the game as played there. It is my intention to leave for Liverpool on Saturday next and arrive there in time to be in Manchester June 20 to witness the northern championship lawn tennis tournament in which Renshaw and other cracked English champions will participate. From there I will go to London to visit the tennis and racquet courts of that city and get what I can on any improvements they have there over what there is in this country. From there I intend to go to Paris and visit the tennis courts of that city, which are among the best in the world. In July, I will be at the Wimbledon tournament when it takes place. It will be for the championship of the world. Renshaw, Brown, Lewis Ship, Wilberforce, Grove and Williams are sure to be there, and it is possible that Dr. Dwight will be there to represent the United States. After that it is my intention to come home in time for the tournament at Newcastle, N. H. What I learn that is new will immediately be put into service to help the tennis player of the United States, and it will probably go into effect at the Newcastle tournament."—*Boston Herald*.

AT THE NETS IN JERSEY.

On the grounds of the Franklin Archery Club, at Nutley, N. J., a series of progressive games at tennis were contested with spirit for handsome prizes on May 30th. The grounds have been enlarged since last season and are surrounded with flower beds and handsome forest trees.

Among the invited guests were Mr. and Mrs. Brunner and Miss Hughes, of London, England; Mr. and Mrs. Boardman, Mr. and Mrs. H. C. Bunner, Mr. Tolu and Miss Tolu, Mrs. Conduit and Miss Conduit, Miss Lloyd, Mr. and Mrs. Goodwin, Mr. and Mrs. Hitchcock, Miss McCormick, of Philadelphia; Mr. Porterfield and the two Misses Potterfield, Mr. and Mrs. J. R. Kingsland, Miss Parker, Miss Hampton, Miss Talman, Colonel Prout, the Rev. Mr. Nairn and Mrs. Nairn and Mr. Chittenden.

Mrs. J. R. Kingsland won the first ladies' prize and Mr. Van Zandt the first gentlemen's. The "Booby prizes" were awarded to Miss Talman and Dr. Satterthwaite.

The scores were as follows:—Mrs. J. R. Kingsland won 7, lost 2; Miss Parker won 6, lost 3; Miss Daisy Talman won 5, lost 4; Miss Kendrick won 5, lost 4; Miss Mix won 5, lost 4; Miss Perin won 4, lost 5; Miss Hampton won 3, lost 6; Miss Talman won 1, lost 8; Mr. Van Zandt won 6, lost 3; Rev. Mr. Nairn won 6, lost 3; Mr. Carryl won 6, lost 3; Mr. Chittenden won 5, lost 4; Colonel Prout won 4, lost 5; Mr. Toler won 5, lost 4; Mr. Tooker won 5, lost 4.

LIVELY TENNIS MATCHES.

The Marine and Field Club's open tennis tournament on Decoration Day was the great society event among the elite of Brooklyn. Several hundred thronged the grounds at Bath Beach and attended the reception and ball in the club house afterward.

The singles were won by Grant Notman, of the Brooklyn Heights Club. Handsome silver cups were the trophies. The score is as follows:—

Singles (second round).—J. W. Raymond beat W. Colton 6-3, 6-4; G. Notman beat F. L. V. Hoppin 4-6, 6-3, 6-5; C. J. Post, Jr., beat W. A. Tomes 1-2, 5-6, 6-4; Starke Battershall beat Otto Heinicke 3-6, 6-1, 6-5.

Third Round.—G. Notman beat O. Campbell 6-5, 2-6, 6-1; J. W. Raymond beat Starke Battershall 6-4, 6-4; C. J. Post, Jr., a bye.

Fourth Round.—G. Notman beat C. J. Post 6-1, 1-6, 6-3; J. W. Raymond a bye.

Final Round.—G. Notman beat J. W. Raymond 6-4, 4-6, 6-3, 5-6, 6-4.

Doubles—First Round.—J. A. Smith, and J. W. Raymond beat J. Hinchman and W. A. Tomes 6-2, 6-4; C. J. Post, Jr., and R. S. Battershall beat T. W. Maxwell and L. B. Pollard 6-2, 6-1; C. Notman and O. Campbell beat P. H. Worth and C. H. Keutjen by default; W. Colton and C. B. Denny beat F. N. Doubleday and Otto Heinicke 6-2, 6-2; F. W. Kent and T. H. Thomas a bye.

Second Round.—Juan Smith and J. W. Raymond beat F. W. Kent and T. H. Thomas by default; C. Notman and O. Campbell beat W. Colton and C. B. Denny 6-2, 6-3; C. J. Post and Starke Battershall a bye.

Third Round.—C. Notman and O. Campbell beat C. J. Post and S. Battershall 6-5, 6-2.

YOU CAN'T GET ONE UNLESS YOU CALL SOON!

As they are nearly all gone. Our special sale has almost cleaned out our stock. Wheelmen appreciate a good thing when they see it. We refer to the **SPALDING BICYCLE**, the special sale of which we advertised March 1st, making a great reduction in the price. We have only a few left, a full list and prices of which we give below :

1-50	inch	Enamel,	with	Nickel	Trimmings	-	-	-	} All Sizes \$100.00.
2-52	"	"	"	"	"	-	-	-	
3-54	"	"	"	"	"	-	-	-	
1-56	"	"	"	"	"	-	-	-	
2-58	"	"	"	"	"	-	-	-	
1-60	"	"	"	"	"	-	-	-	} All Sizes \$115.00.
1-52	inch	Full	Nickel	Plated		-	-	-	
1-54	"	"	"	"		-	-	-	
1-56	"	"	"	"		-	-	-	
1-58	"	"	"	"		-	-	-	



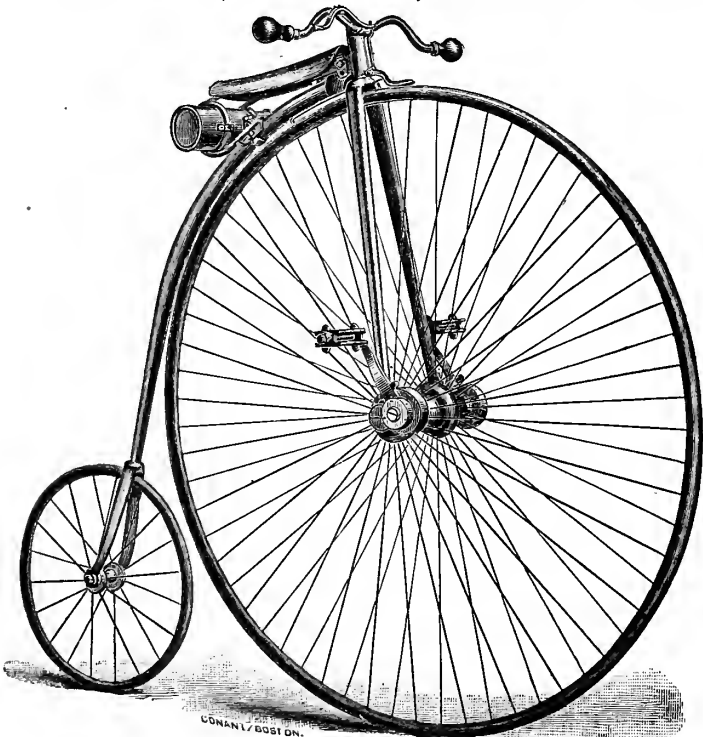
The SPALDING is a full ball bearing Wheel, Warwick hollow rims, hollow handle bars, and is one of the Finest Road Wheels made. You can't save 33 $\frac{1}{3}$ per cent. any easier than by purchasing a SPALDING.

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241 Broadway, New York City.

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COMBINES SPEED, STRENGTH, EASY TO RIDE, BEST MATERIAL, GOOD WORKMANSHIP, SAFETY, LOW PRICE, FINE FINISH, BEST HILL CLIMBER, SAFEST COASTER MADE, HEADERS IMPOSSIBLE.



IN calling the attention of the public to our New and Improved Bicycle, we desire to explain some of its points of excellence, and in doing so shall refer only to the MERITS of our own Bicycle, and not the demerits of Bicycles offered by our competitors.

We believe we now have the only Bicycle in the market that combines strength, safety, speed, low price, and durability.

It is **STRONG**, because it is made of the best weldless steel tubing and steel forgings. It is safe, because it is absolutely impossible to take a "Header" from this machine.

It has **SPEED**, because a larger per cent. of the power expended is gained by the use of the lever than that of the CRANK motion.

It is offered at a **LOW PRICE**, because, from the manner of its construction and our experience in building bicycles, we are enabled to reduce the first cost of manufacture to a minimum, thus giving us an advantage over other manufacturers, the benefit of which we propose to share with those who use our Bicycle.

It is **DURABLE**, because the strongest and best materials are used, and every part so constructed and proportioned as to give the best possible results.

General Agents: **J. G. Conway Company, Limited,**
20 WARREN STREET, NEW YORK.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled, "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
2	54	Standard Columbia,	\$95.00	\$62.50	5	3	4
3	52	"	92.50	55.00	6	3	4
9	35	Invincible Safety,	135.00	75.00	4	2	2
10	36	Kangaroo Safety,	130.00	70.00	4	2	2
19	50	Standard Columbia,	90.00	55.00	5	4	4
21	46	"	80.00	42.50	6	4	4
25	52	"	165.00	65.00	6	3	3
27	55	Rudge L't Roadster,	156.50	95.00	4	1	4
29	52	Expert Columbia,	137.50	100.00	1	1	1
37	56	Columbia Expert,	142.50	100.00	1	1	1
47	54	Expert Columbia,	127.50	90.00	4	1	2
48	54	Rudge L't Roadster,	140.00	100.00	1	1	2
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
59	52	Standard Columbia,	92.50	50.00	1	3	5
60	42	"	95.00	60.00	4	1	3
68		Columbia Tricycle,	160.00	70.00	4	1	4
71	54	Columbia Expert,	127.00	80.00	Hif.Nkl.	2	4
78	54	"	130.00	110.00	E	1	5
80	44	"Facile,"	130.00	70.00	4	1	4
81	52	Premier,	105.00	65.00	5	2	4
83	55	Royal Mail,	137.50	85.00	3	1	1
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
92	54	"	100.00	40.00	5	3	3
93		"Otto Tricycle,"	85.00	35.00			
94	36	"Bicycle,	30.00	10.00	5	4	4
96	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	"Racer,	140.00	55.00	4	1	4
97		Humber Tandem,	265.00	185.00	4	4	4
98		Spark'b'k Hum. Tdm,	265.00	200.00	4	1	2
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	60.00	5	3	4
107	52	Premier,	115.00	55.00	6	3	6
108	48	Expert Columbia,	135.00	100.00	1	1	1
110	45	Pony Star,	80.00	50.00	5	1	4
111	50	Columbia Standard,	90.00	50.00	5	4	3
112	50	Special Columbia,	120.00	65.00	4	2	4
113	52	Columbia Expert,	135.00	85.00	3	1	3
115	48	"	135.00	100.00	1	1	1
116	48	Standard Columbia,	87.50	50.00	3	4	4
117	51	Special Star,	160.00	165.00	4	2	2
118	48	"	115.00	85.00	3	4	4
119	54	Special Club,	160.00	80.00	3	2	2
120	54	Imperial Challenge,	150.00	80.00	1	2	4
121	52	Standard Columbia,	100.00	60.00	3	4	4
122	50	Sanspariel,	125.00	85.00	4	2	1
123	52	"	127.50	85.00	4	2	2
124	52	Sans. Light Roadster,	137.50	90.00	4	2	2
125	42	Special Star,	120.00	85.00	4	1	1
126	52	Columbia Expert,	135.00	85.00	4	1	1
127	52	"	130.00	80.00	4	2	3
128	54	"Special,	140.00	85.00	1	2	2
129	42	"Standard,	80.00	40.00	6	4	2
130	51	Special Star,	125.00	95.00	3	3	3
131	51	"	120.00	90.00	4	4	4
132	54	Columbia Expert,	145.00	90.00	1	2	2
133	54	American Star,	125.00	50.00	4	3	3
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspariel,	130.00	75.00	4	1	2
136	51	Special Star,	130.00	100.00	1	1	1
137	42	Standard Columbia,	95.00	45.00	1	4	4
138	54	"Victor,"	130.00	100.00	4	1	1
139		Quadrant Tandem,	275.00	225.00	4	1	1
140	54	Expert Columbia,	140.00	90.00	1	2	2
141	54	"	145.00	95.00	1	1	2
142		Col. 2-track Tricycle,	160.00	110.00	4	2	2
143	56	Humber L't Roadster,	140.00	55.00	5	2	4



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18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROY, \$5 to \$10. KNICKERBOCKERS TO MATCH, WITH DOUBLE SEATS, \$4 to \$4.50.

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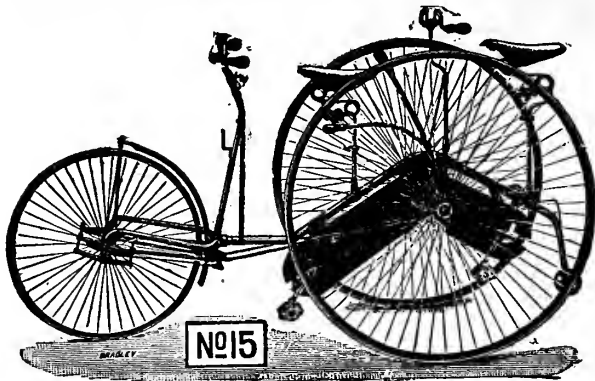
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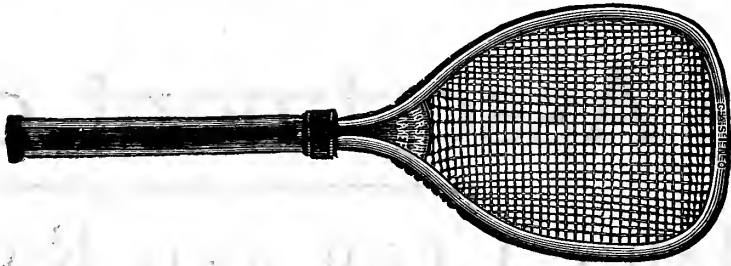
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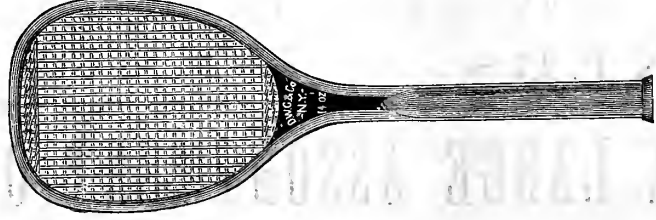
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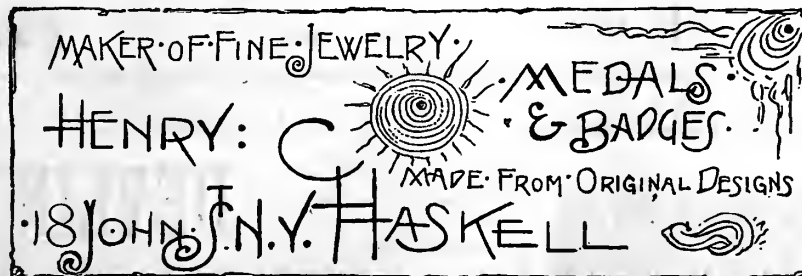
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The Standard Facile, a GOOD, plain pattern, with balls to front wheel; price \$88 to \$92.



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The Light Roadster Facile, the easiest running and most elegantly built Bicycle; 18 rows of balls; \$132 to \$137.

Even if you think the Facile "slow," and "simply beastly" in appearance, and if you "wouldn't be found dead on one," you will NOT lose your cycling reputation by reading about it, or even by looking at one.



You can see a Facile, or get a Price List, at

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 Mention this paper.

The GEARED Facile, 40-inch. speeded to 60; NO chain. Positively the FASTEST machine ever built; balls to every bearing, 21 rows in all. Price \$140.



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The FACILE Tricycle; neat, light and comfortable; weighs only 46 lbs. Simply superb for ladies. Price \$150.

THIS BEATS ALL!

\$75. Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

\$75. Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

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THE * NEW * MAIL.

The Latest American High Grade Wheel.

**WITH TRIGWELL'S
BALL HEAD.**

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**

**Also Our Specialty: Perfection
Strengthened Backbone and
Forks.**

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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**WITH OUR SPECIALTY, TRIG-
WELL'S BALL HEAD.**

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-pooed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

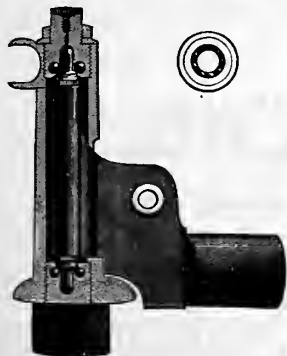
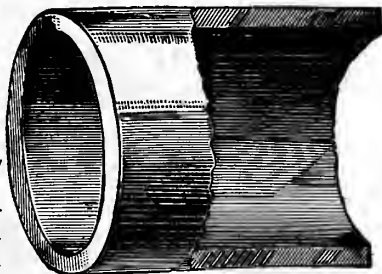
Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

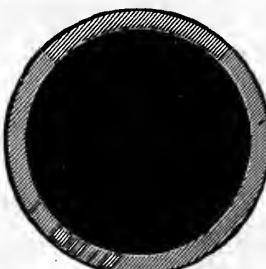
See this Wheel
Before Purchasing.



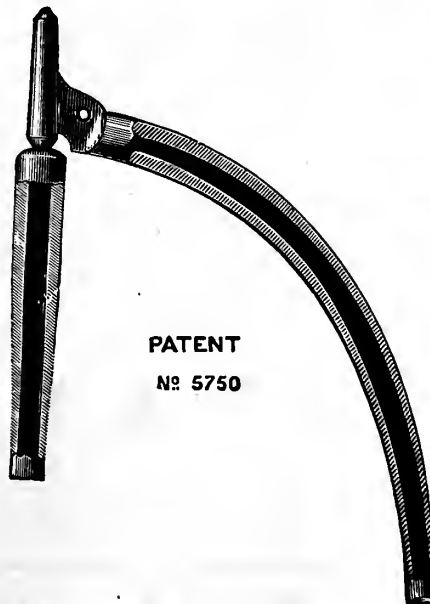
**Warwick's New
Hollow Rim.**
with thickened bot-
tom. Seamless and
perfectly smooth
outside.



Trigwell's Ball Head. Greatest Modern Improvement.



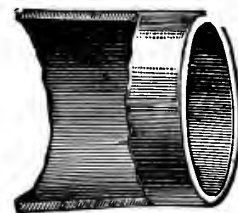
Sectional and end view showing strengthened neck end of Backbone.



**PATENT
No. 5750**

Sectional view showing Backbone and Forks when made up: A splendid improvement.

ASK Your Dealer For It.



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Photograph
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14 Cts. in
STAMPS.



Sectional and end view of back fork end of Backbone.

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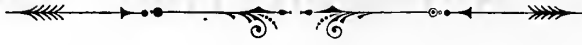
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SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, - - 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



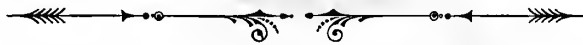
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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THE WHEEL

A JOURNAL OF CYCLING

Established 1880.

23 Park Row, N. Y.

AND RECREATION.

Vol. XII.—No. II.]

NEW YORK, JUNE 10, 1887.

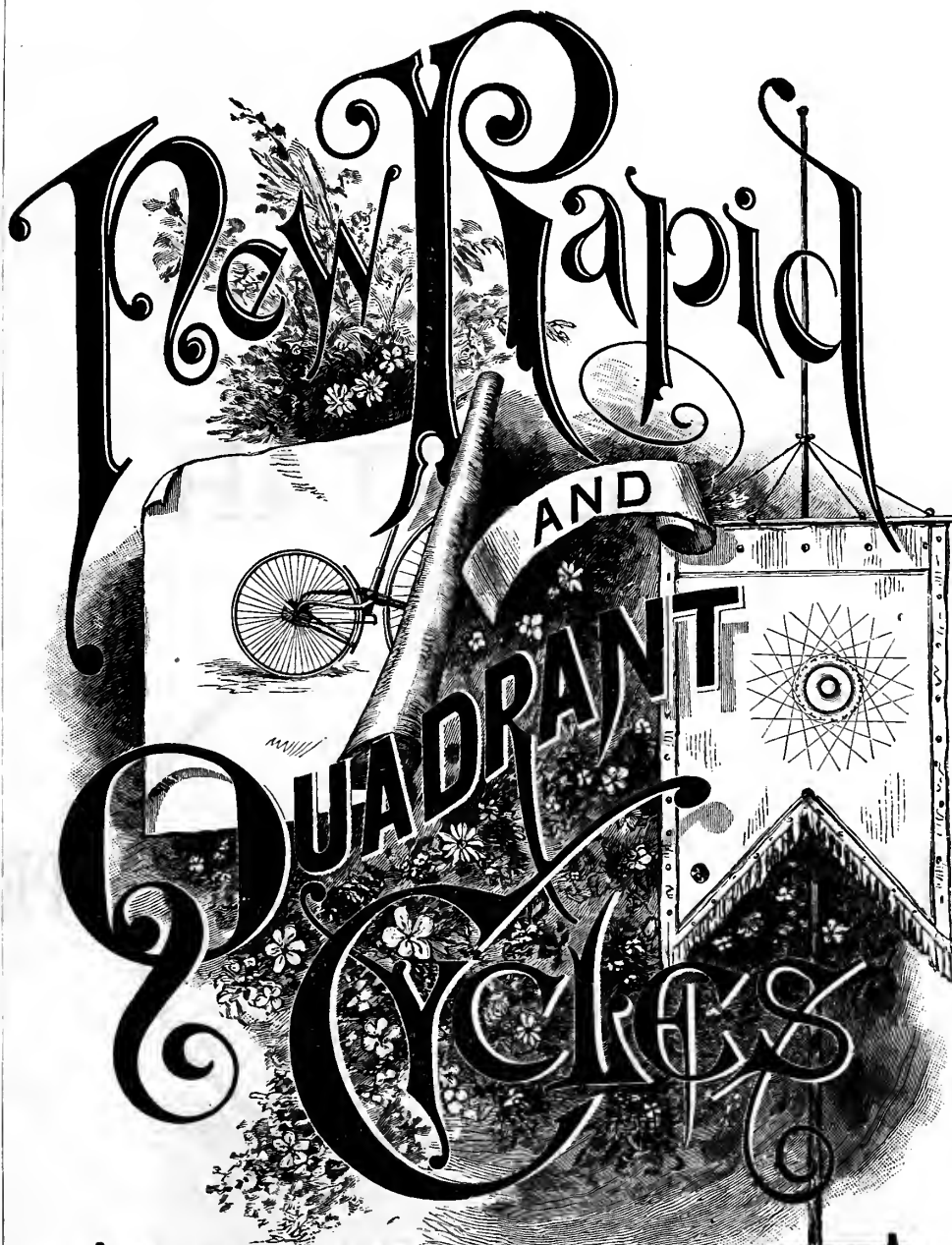
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Bronchitis,
Headache,
Toothache,
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Soreness or
Stiffness of
Muscles,
Sprains,
Bruises,

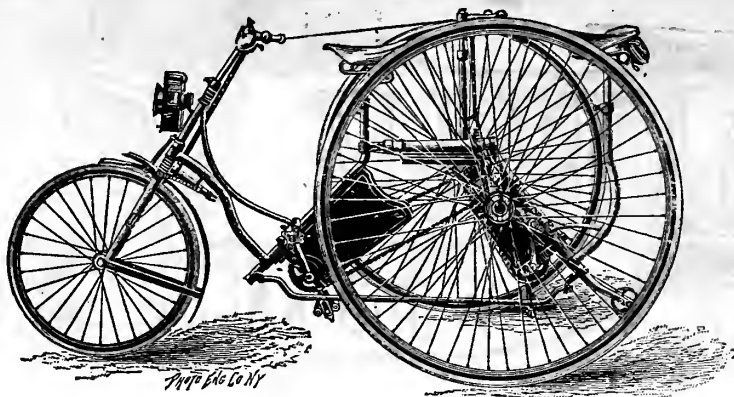
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Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea, Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

There is not a remedial agent in the world that will cure Fever and Ague, and all other Malarious, Bilious and other fevers, aided by RADWAY'S PILLS, so quick as RADWAY'S READY RELIEF.

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Testimonial from T. J. Kirkpatrick, Vice-Pres. L. A. W.

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Gentlemen:—Respecting the "Cunard" Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine a *pleasure*. I have owned other tandems, but this is *the only one that was worth house room as a convertible machine*. I find it a *perfect machine*, in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked today, to suggest an improvement in the design and arrangement of the "Cunard," I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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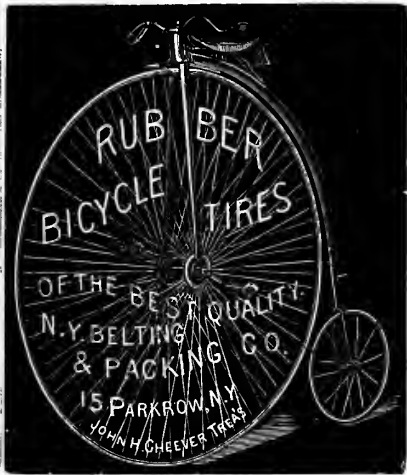
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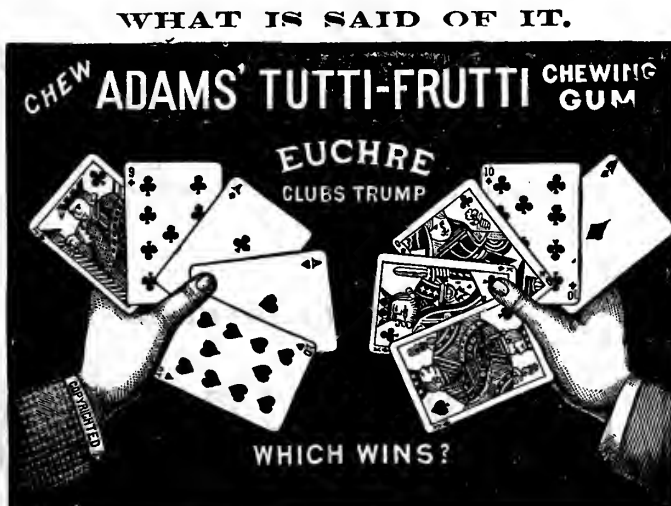
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- 1st. Bearings are the easiest running of any in the world.
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 - 6th. The handsomest and strongest detachable one-piece handle bar.
 - 7th. The best break, spring and lever.
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 - 9th. Absolute dust-proof rear wheel bearings.
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EDITORIAL NOTES.

In another column we record the death of the Hon. Keith-Falconer, an obituary of whom we republish from the *Cyclist*. We desired to pay tribute to this good man, who was a credit to the racing path, and who was a type of racing man, which, alas, is infrequently met with. We also desired to impress our readers with the truth of a doctrine which has many times engaged our pen, and which we shall not cease to inculcate, viz.: the great danger which attends racing, when engaged in an untrained condition, or at too early an age, or by men not physically fitted to race. Falconer and Cortis both died of heart trouble; but there are others not so well-known to fame as these, who can trace heart affections to injudicious competition. There are men who are not equipped by nature to race, yet the petty and ephemeral glory of the racing path tempts them on far beyond the limits of prudence. At this time of the year wheelmen are prone to rush upon the path entirely unprepared to withstand the effects of a race, just to see what they "can do." Before entering on a racing career a man should be thoroughly examined by a reputable physician, or if he can afford it, by a heart specialist, as this is the most vulnerable point. If he neglects to do this, the first premonition of danger—fainting after a race, excessive palpitation, etc.—should warn him to desist from racing. Too much cannot be said on this theme, and we think it is the duty of cycling editors to point out the danger to their constituencies.

At the St. Louis meet, perhaps the most important move made was the creation of a committee to reorganize the legislative system of the League. We hail this step with joy, as a recognition of an idea that we have battered at for two years, and as a hope that at an early day the League may be made to do the work, and fill the need for which it was created. The committee will consist of the Chairmen of the four Committees, the members of which have been selected, but whose names have not yet been made public, through some inscrutable and unwritten code, which provides that nothing Leagueal shall first appear, except in the columns of the official organ.

This Reorganization Committee will report at the January meeting of the Board of Officers. Meanwhile, it is the duty of League members, including the "growlers," and the "kickers," to advance suggestions. There are many capable men in the League whose ideas on government would doubtless be worthy the attention of the Committee. At the present time, the changes that suggest themselves to us are the abolishment of the general meeting, a new system of election of President—possibly by mail vote, cast by the members at large, or at an annual meeting of Chief Consuls, acting on instructions of the Representatives of their states—and the awarding of more money to Divisions. The building of roads, from actual, educational and legislative standpoints, and anything necessary for the safety, information and comfort of its members should be the greatest care of the League, and it is to the things that will secure these, that the best energy and the most money of the League should be directed. One problem which the Committee cannot fail to deal with is the question of the League organ, of which we shall say nothing, as many of our readers will doubtless think we cannot sink the feeling of the "rival publisher," and talk from a purely and private League membership point of view. Any suggestions that may be sent to us will be gladly published, and copies will be placed in the hands of each member of the Committee. All this on the principle that two heads are better than one, and four hundred better than four.

The Governor will give a hearing on the Rights and Privileges Bill on June 14th, at four o'clock. One hour will be allowed both sides for discussion. Several eloquent New Yorkers will go to Albany and argue for the bill. Mr. Pratt, of Boston, will also be on hand, and will present some legal data of a somewhat staggering nature. The opposition will be determined and at this time it is impossible to predict the fate of the bill. It is simply a question as to whether the Governor will be influenced by facts, backed by justice, or by the wealth, position and political value of the bill's opponents.

Speaking of the bill, it is proper that we should pay tribute to Mr. Henry George, for his emphatic endorsement of the bill. Mr. George writes to a prominent wheelman, that he is heartily in accord with the effort of the wheelmen to obtain their rights, and the support of so prominent and intelligent a champion of "light, liberty and law" cannot fail to be of benefit.

We are informed that the Roseville Athletic Association expended twelve thousand dollars on its track and grounds. Yet the month of June, lovely June, is allowed to pass without a single race-meet being held. We are informed that several clubs would be only too glad to support a meet, yet none feels able to run one. The Inter-Club contest proved that wheelmen are but too anxious for an excuse for a Saturday afternoon outing, and we trust some of the Orange clubs will hold a combined meet, and reap much shekels and glory.

AN AMERICAN ABROAD.

IN ENGLAND.

It was my good fortune to be able to make the pilgrimage to Stratford-on-Avon by wheel; and it was my better fortune to have the genial companionship of Mr. Henry Sturmev on that long-to-be-remembered run over the charming roads of Warwickshire. Nor shall I forget our quiet dinner (supper) in the ancient Shakespeare Hotel, at its close: the beefsteak, an inch and a half thick, which the jolly girl attendant assured us, with a decided toss of the head, was NOT American beef; or the English ale, and the glorious cheese and hard biscuit which always end an English dinner. I slept in the King Lear room, nor dreamed of Cordelia, though I did wake very early in the morning with thoughts of "sweet Anne Hathaway," whose humble cottage is still standing in the little hamlet of Shottery, scarce a mile distant. I was glad to visit her quaint, thatched cottage in the merry month of May, and though I went by the road, a-wheel, a mile and a half around, I could easily imagine the short cut across the fields to Stratford, traversed three hundred years past by the poet-lover, when he would a-wooing go. I was glad it was the joyous Springtime, for the buttercups and the forget-me-nots were all in

bloom, and somehow I could not help thinking of the poets' words:

"And winking Mary buds begin
To ope their golden eyes
With everything that pretty bin."

An hour later I recalled the last act of the drama, when I stood by the chancel in the quiet church where the poet and his wife are laid to rest,—with in a stone's throw of the placid Avon.

From Stratford to Warwick is about eight miles. Here is to be seen the old Baronial Castle of Warwick, one of the very few in England, by the way, still occupied. I did not visit the venerable pile, but the evening previous, when passing through the town, Mr. S. enabled me to view the exterior from several picturesque standpoints. Five miles beyond Warwick is Kenilworth, and near by stands the ruins of Kenilworth Castle. I had forgotten Anne Hathaway now, and as I rambled amid the desolation of crumbling stone walls, and broken arches—for which Cromwell was responsible—I could not banish from mind the name of Amy Robsart. They showed me her picture at the gate (Lord Leicester was no fool) taken from a very old painting they told me;

"Which, by the way,
It may be true or false;"

however, I bought it—cheap at a shilling—and carried it away as a souvenir.

"But what of English roads?"

To speak, comparatively, the roads over which I travelled in Warwickshire are no better than the finest of the roads on the Cape Ann tour, in Eastern Massachusetts, when taken at their best, which is saying much. From observations here and in other portions of England, on the rail, I judge that the highways are better graded than in this country, though, sometimes the grades seemed almost interminable; the roads are more regularly laid out and are kept in more uniformly good order; the roadsides are cleaner and more sightly, and the country on either side, with its green fields, its parks, or well kept farms more pleasing to the view; then, being a damper climate, the surfaces are more free from dust in the heated term, and remain in better condition. Hedges abound, and there are often broad, smooth side paths, raised a little above the level of the road, and sometimes wide enough for two tricycles abreast—were path-riding allowed. How such paths would be used (and abused) at home by some of "the boys!"

From Kenilworth to Coventry is another picturesquely beautiful stretch of five miles, the road for a portion of this distance being bordered by magnificent avenues of trees, giving it, in places, the appearance of a roadway through a grand old forest.

To describe my visit to Coventry in detail, would be to narrate much with which every wheelman is more or less familiar. But there is something else in Coventry besides the manufacture of cycles, vast as this industry has grown to be. Had that much criticised, yet thoroughly artistic feminine figure upon a bicycle, in the League meet programme, first appeared in Coventry, the mind would naturally have reverted to that lovely woman, who, ages ago, to remove a cruel tax, rode through the streets of Coventry, clad only in her own beautiful flowing tresses. If Lady Godiva were to do it in our own age, it is more than likely that the journey would be made a-wheel, to save time, so the picture is not so far off after all.

The town is full of historic associations. It contains many quaint old buildings, and much that would charm the general tourist. Had I not met the younger Mr. Iliffe, who made my brief stay most enjoyable, I fear I should have seen far less, and had fewer pleasant recollections to bring away with me. An old printer and typo,—for I have stood at the case—not the least enjoyable episode of my visit was a run through the cycling printing house of "Iliffe & Son," a familiar name to every wheelman, where I found much to interest me, and where artistic work was the rule and not the exception.

I was glad, too, to meet the head of the well known firm of Singer & Co., and to have the pleasure of the round of their big establishment, employing, as it does, some four hundred hands. I think I never before saw so many safety bicycles together, and in all stages of manufacture, though the "ordinaries" and tricycles were expected, as a matter of course. If a statement that I read the other day in an American wheel paper is true, that only about five per cent of riders prefer safeties of the various forms, I very much fear some of the Coventry people will be badly "stuck" this season, to use newsboy slang. But the fact is, the demand

for the new type of the safety—that with equal wheels, of which the Apollo, Bicyclette, Rover, Psycho, and others are examples—already strong—seems to be rapidly increasing. I saw scores of them in England and on the continent; and even at the International race meet in Munich among safeties, the type under consideration predominated, so, in all probability, the Singer company know what they are doing.

I was sorry not to have had time to visit the Rudge works, for so I had intended, as well as the other prominent concerns, for I would have enjoyed seeing the various makes in process of manufacture, and thereby have been enabled to bring away much useful information.

I passed a very pleasant half hour with the editors of *Wheeling*, and was fortunate, as to time, in being able to attend a race meet at the Alexandra Palace Grounds, where I met many of the prominent lights of British cycling. I had a pleasant chat with Lacy Hillier, who, all differences of opinion as to American records aside, is a "jolly good fellow." At this meet I also talked with Morgan, and the other members of the American Team, and was glad to hear that they have been well received everywhere, and to know that they are enjoying themselves. Woodside never looked better on his wheel, and he had many admirers in the crowd which thronged the enclosure at the finish line. Ralph Temple took the company by storm with his trick riding, the one wheel act bringing the cheers lustily as it always does.

I missed the run to Ripley, and a dinner at the Anchor, for which London weather was responsible. But perhaps it will prove all the more enjoyable at some future time, for I am not done with English roads by any means. Nothing but a two months tour will satisfy me. Until that time I must close my fragmentary and perhaps not altogether interesting account of the doings of an American Abroad, as the next run will be across the Atlantic.

CHARLES RICHARDS DODGE.

NEW YORK CLUB'S MAY MILEAGE.

The New York Club is more active this year than ever before. Its mileage for May, 4,216 miles, will compare favorably with that of other clubs, and we congratulate the old club on its activity. The May mileage and the total mileage to date of some of the strongest riders is as follows:

F. M. Daniels.....	514—879
Jos. M. McFadden.....	359—556
J. H. Hanson.....	345—629
J. O. Jimenis.....	340—494
F. W. Kitching.....	279—492
E. J. Shriver.....	260—396
G. S. Daniels.....	243—378
E. M. English.....	226—386
A. L. Paynter.....	207—363
A. J. Patterson.....	202—339
Club Mileage to date.....	6919

LONG ISLAND WHEELMEN.

MOONLIGHT EXCURSION—SOCIAL EVENTS.

On Wednesday, June 8th, occurred the first moonlight excursion up the Hudson of the Long Island Wheelmen on the steamer John Lenox. Music, dancing, refreshments and a good time.

This is somewhat in the nature of a celebration, for on Tuesday, the 7th inst., the club passed the one hundred line and now counts well along in the "three figures"—all active members and riders, and no "associate" or "veteran" list. As an evidence of the strong growth of the L. I. W. fifteen applications for membership were posted on the bulletin board last month for action at the first meeting in June.

The moonlight excursion is under the direction of the Entertainment Committee, who demonstrated their efficiency on the occasion of the thoroughly enjoyable "Smoker" lately given at the club rooms, when music, recitation, long cut Virginia and longer pipes soothed, amused and entertained a hundred or more members and friends. The Entertainment Committee announces another "Smoker" in the near future and are hard at work on an inviting list of receptions, "stag rackets" and all sorts of novel and attractive features for the in-door and social side of the wheelmen's club life when the new club house is in shape for occupancy.

Great preparations are being made for the grand "house warming parade" some time next month.

FOSSIL.

A NEW CLUB FOR ST. LOUIS.

That there is to be a new bicycle club in St. Louis was pretty well settled by the large number of ex-Ramblers and unattached that gathered at the Lindell Hotel Thursday evening in response to postals sent out by George E. Tivy, President of the St. Louis Nickel-plate Works. Among the thirty-two present were ex-Ramblers Greenwood, Tivy, Wylie, Sanders, John Miltenberger, Harry Gordon, Westlake, Jordan, Belden and George H. Lucas, John Cantwell, Wm. La Chance and Fred Brooks. C. H. Belden was elected Chairman and Walter Wylie Secretary. It was almost unanimously decided to make the new organization a League club. The opinions of the meeting were simply informal, the decision being to postpone formal organization till next week. The question of a name was thoroughly discussed. Mound City, St. Louis, Eclipse and Wanderers were those most favorably considered, but the whole subject was referred to a committee on name consisting of Sanders, Wylie and Tivy. Sanders, Wylie and Lucas were also appointed a committee on constitution and by-laws. Those present signed the roll, but Tivy says that fully fifty have signified their intention of becoming members. He also declares there will be nothing slow about the new club, that it will be a road-riding institution, and that there will be few social features about it. The first run of the fledgeling will be to-morrow to Creve Cœur Lake. The members are certain of one thing, that the sentiment of the meeting was against strengthening the current impression that it was any person's club. It is going to be run for the benefit of all.

THE ROXBURY, MASS., CLUB.

Captain J. S. Lowell, of the Roxbury, Mass., Bicycle Club, has called the following runs for June, to which unattached wheelmen are invited:

Sunday, June 5, to Middlesex Falls, starting at ten A. M.

Wednesday, June 8, moonlight run to Chestnut Hill reservoir, at 7:30 P. M.

Sunday, June 12, to Lexington, at ten A. M.

Sunday, June 26, to Framingham, at nine A. M., starting from corner Westland avenue and West Chester park.

Sunday, June 19, to Nantasket beach, starting at 9:30 A. M. from corner Walnut avenue and Warren street.

At the regular monthly meeting of the club, held on last Friday night, three new members were admitted, and H. B. Goodrich was elected bugler. President Emery gave an interesting account of the League meet at St. Louis, to which he was a delegate. Several of the members have received their new League uniforms from Wanamaker.

UNION COUNTY WHEELMEN.

The team averaged 1m. 47s. The U. C. W. had the honor of being first team to get all their men over the line first, which speaks well as *this was their first race*. All the U. C. W. rode crank wheels,—three Rudge, two light and one Columbia light roadsters.

Burnet gained eleven points and rode the fastest last five miles of the team. Farrington gained seven points. Pierson gained six points and rode the fastest five miles of the team. Moore lost only two points, although at twenty-one miles he took a bad header, spraining his wrist and cutting both knees severely. With the assistance of two men he was placed on the saddle and pluckily finished. He is unable to ride at present.

Farrington surprised all his friends by his excellent showing, this being his first bicycle race of any kind.

Pierson and Burnet as usual did well and eclipsed all the previous records. The club house will be finished this week.

EASTERN ROAD CLUB RACES.

The first road-race of the Eastern Road Club will be held on Saturday, June 11. The club was formed a couple of months since for the purpose of giving a series of inter-club races. A majority of the leading cycling clubs in Massachusetts are members of the organization, and will be represented in its races. Medals will be awarded the winners of each race, and in addition there will be offered a challenge cup, which must be won three times before it becomes an individual property.

The race on Saturday will be for a distance of twenty-five miles. The clubs which will probably enter teams are: the Boston, Somerville, Dorchester, Newton, Suffolk, and Massachusetts,

The start will be at 3:30 o'clock, and the course will be as follows: Starting at the corner of River and Washington streets, Dorchester; down River street to Hyde Park, direct to Dedham; Dedham avenue, right, to Webster street, left, to Highland avenue, to Rosemary street, and return over the same course to starting point.

MONTREAL NOTES.

The last cycle paper for which I furnished "copy" was the *Cyclist and Athlete*, and as your paper, under the title of *Recreation*, is the successor of that paper, it seems natural to send you items of news from this city of the far north.

It is two years since I sent the *Cyclist and Athlete* notes from New Orleans over the same *nom de plume* as used below, so I feel slightly rusty and find it somewhat difficult to get the news together in readable shape; however, here goes.

This city has two bicycle clubs in name, but only one in fact, viz.: the Montreal Bicycle Club. This club, though maintaining a distinct organization, with a full complement of officers, is one of the associate clubs of the Montreal Amateur Athletic Association, of which you have probably all heard. This Association is composed of clubs representing almost every branch of athletics. The annual dues are but \$10.00 per year, which admits members to the privileges of all the associated clubs. Membership in any one club alone may be had for \$3.00 per year. There are almost two thousand members of the Association, and though its dues are so small, yet in the hands of its most able managers the fine club house has this year been freed from debt and there is a surplus of \$32,000 in bank.

As a stranger in Montreal I cannot but admire the apparent freedom from club jealousies there exists in the bicycle club and Association generally. The officers and committees seem to earnestly endeavor to perform their duties, and their efforts seem to be appreciated by the men.

Montreal's streets, or roads, as they are called here, are paved with so-called macadam, but I think if old John MacAdam knew what was palmed off in his name his body would turn in its grave. Instead of making the road of pure broken stone of graded size, they throw on first a coat of broken stone about the size of coarse furnace coal, and then smooth it off with yellow clay and sand, after which a steam roller is run over it. The result is that heavy rains wash out the loam, leaving the road in a lumpy condition, very like an old corn-field.

Their methods of road making here remind me strikingly of the contrast between Orange and Montclair, N. J., road making. The former uses pure macadam while the latter economizes (they think) by mixing loam with the broken stone. The county highway through Montclair is in marked contrast with the local roads, as many of your readers are aware. The latter are uneven and lumpy like those in this city.

The country roads hereabouts are very fair and we have some very nice runs Saturday afternoons. Last Tuesday evening thirty-five riders turned out and rode to the Association's very fine "Mountain Club House." These is some very good musical talent in the club so that with singing, dancing, and recitations a very pleasant evening was passed. The officers very generously treated all hands to ice cream and cake. We wheeled home by moonlight through the Mountain Park. Those who were on the "Big Four Tour" two years ago will probably remember the splendid coast through the Park.

They have a hill here with a French name called "Cote de Neiges" which has never been climbed on a wheel, and by many is declared to be unclimbable. My own opinion is that it is no worse than Eagle Rock Hill in Orange. Theo. Guadinger and E. P. Baird have offered medals to any one who will ride the hill, and the contest will take place June 14th.

There will probably be quite a delegation from here to attend the Canadian Wheelmen's Association Meet at Brantford, Ont., July 1st and 2d.

I must compliment you, Mr. Editor, upon the very newsy and readable paper you are making of THE WHEEL. It is always a welcome visitor.

MILQ.

Clarksville 100-Mile Road Race.

*THE GREATEST BICYCLE RACE EVER RUN
SINCE CYCLING BEGAN.*

THE RECORD:

	NAME.	MACHINE RIDDEN.	TIME.
1st.	Robert A. Neilson....	VICTOR.....	6 : 46 : 27.
2nd.	Wm. A. Rhodes.....	VICTOR.....	6 : 46 : 51.
3rd.	H. G. Crocker.....	Columbia	6 : 51 : 27.
4th.	S. Hollingsworth.....	Columbia	
5th.	S. G. Whittaker.....	Champion	
	C. W. Ashinger.....	Champion	Dropped out at 20 miles.
	Chas. Frazier.....	Star.....	Dropped out at 20 miles.
	John Brooks.....	Star.....	Dropped out at 40 miles.
	A. A. McCurdy.....	Star.....	Dropped out at 40 miles.

Two Victors entered, taking first and second places.

*Never was so much money spent in preparation for a race,
and never was so much interest shown in a wheel contest.*

Upwards of 20,000 spectators!

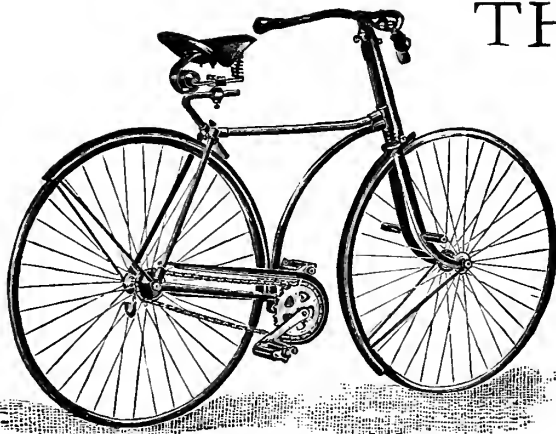
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through without defect or attention of any kind.*

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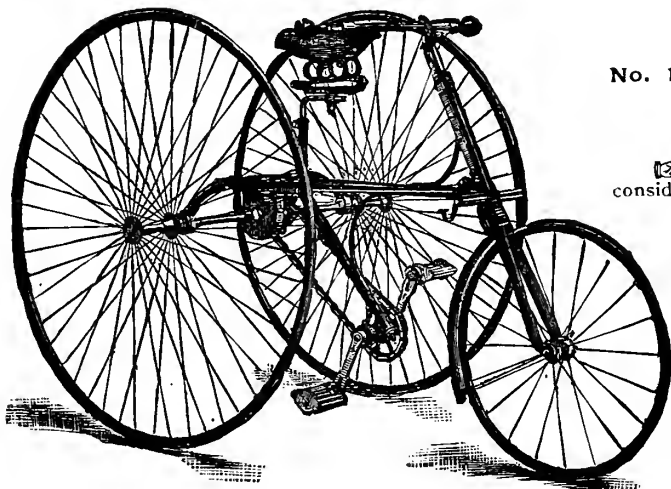


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Apollo Safety Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.



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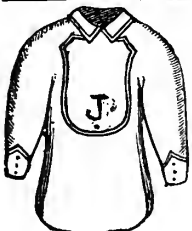
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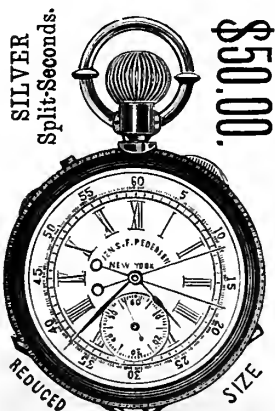
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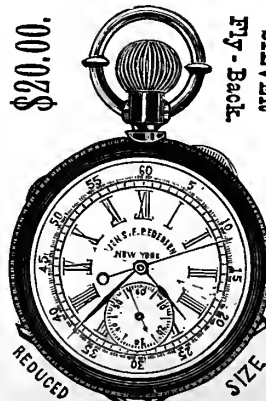


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JONAH'S JERSEY JOTTINGS.

The great big success of the great big road-race, has formed a fruitful item of conversation the past week. The race has been run over and over again, every man's time at every distance seems to be known to every one, and among the defeated ones I have heard "if only this and only that" as usual. No one seeks to rob the Kings County Club of the honor of one of the greatest victories in its history, but the contest for the second place was so close, that it is natural that consolation should be sought in such flights of the imagination. It looks very much as though Kings County had a bigger mortgage on the cup than ever; for remember, had not Weber met with his unlucky collision, the K. C. W. would have scored in the neighborhood of 95 points, and this, too, notwithstanding that the fivers of Ilderan, Hudson County and Elizabeth were faster than ever. The best part of these contests, however, seems to be that the more the others are beaten, the more they seemed resolved to try to do better next time, and not rest until the envied trophy is snatched from the custody of Hall, Valentine & Co. Already I hear of one of the clubs that is to put ten men in training all the Summer, to make some of those that finished ahead of it feel tired next time. This is the true sportman's spirit, and while no one could hope to see the cup in more worthy hands than it is at present, still I would like to see the efforts of the plucky beaten ones meet with some reward.

I understand that the best road record for twenty-five miles is 1h. 32m., made over the "McCurdy course." If this be so, and what I hear of the comparative "fastness" of the two is decidedly in favor of the Boston course then truly the race of Decoration Day was a wonderful one; for Hall, Stenken, Valentine, Bradley, and Caldwell, whose times were from 1h. 33m. 53s. to 1h. 37m. 02s., must have all accomplished better performances than the 1h. 32m. which stands as record. As for Kluge's record of 1h. 34m. 40 2-5s., it was marvellous, for he had almost no experience at crupper riding, and was put on a tricycle only at the last minute; as he had been training on a crank bicycle in anticipation of his King racer being finished in time for a record trial. How far he would have beaten the rest had he been mounted on his Star it is hard to say.

I have had a talk with Kluge about Stenken's race. "Charlie made a big mistake," he said, "in making pace. I told him not to do it, even if he had to get off and walk. Never mind, a man must learn by experience. I have him in training now for the track, and he will make some of them travel before the season is over."

Captain Bagot, of the H. C. W., treated us to a great surprise in finishing seventh. In a practice spin, Bowman, who was eighth, had beaten him easily, and even he went far faster than was deemed possible for him. There is no telling, however, what a gritty man will do when he has to do something. Look at the Union County men; judging from their trial, one would have booked them for last place; but when the real test came they all beat their trial race about ten minutes apiece on an average.

Howard Greenman was in hard luck. He should have been fighting it out with Caldwell and perhaps worrying not a little those further on ahead. A bad fall, however, threw him out of training and prevented his riding for a week before the race. Under the circumstances I consider his performance very meritorious, considering the time made by those ahead of him. In Bradley, the Ilderans have a daisy, and his improvement in six months is wonderful. What a race of it he and "Val" had from scratch to tape!

Sixteen-year-old Caldwell proved himself a veritable "wonder." A year of age and strength added brought him down in round numbers from 1h. 48m. to 1h. 37m. He is a sturdy limbed youngster of one hundred and thirty pounds. I think that faithful gymnasium work, such as that which changed vegetarian Bowman from a slow one to a good one, is what he needs. He has a good pair of calves and thighs, but proportionately his upper body and arms are not up to the proper mark. Last winter the boy confided to me that he had written to Rowe for information about training and racing. Good-natured Billy wrote him quite a long letter. I never saw it, but from the

way he has been going this spring I guess it contained some valuable points.

Last season a medal was offered by the Elizabeth Wheelmen for the first member to score under three minutes over the "boulevard mile" on the macadam between Newark and Elizabeth. It is to be held by the man who gives three minutes the worst beating. Several unsuccessful attempts were made by Louis Bonnett, Bellinger, Caldwell and others. Last Friday, however, Caldwell appeared with his fifty-one-inch Columbia Light Roadster for a trial. The course was in prime condition. For one-third of the distance there is a slight down grade, a third of a mile level follows, and the mile ends with an up grade climb, which about evens up the advantage first gained. The mile is straight-away so that with the aid of a signal flag and field glass a timer has no difficulty in catching the start. Louis Bonnett made pace for half the distance, when Caldwell went by him with a rush and spurring up the grade finished in 2m. 56s., a most excellent performance and now the record for the boulevard mile. D. B. Bonnett was the timer.

News up at the Roseville track is rather scarce. A committee from the New Jersey State Division, L. A. W., is negotiating with the Association for a race meeting on July 4th, the date fixed for the annual meet at Orange. Should these negotiations fail it is probable that the Orange Wanderers will give a tournament on that day. There is some talk of the prominent Jersey clubs uniting in a joint tournament on an extensive scale. I think it a good idea, as, the responsibility being shared by a number, efforts to obtain a large attendance would be successful. At any rate, I fear that we will have no racing at Roseville this month.

I hear rumors of the intention of a number of capitalists to construct at East Newark in connection with a hotel, a large bicycle and athletic track and ball field. And, by the way, what about that Vineland track we were told about in the Spring? I have made every inquiry, but not an echo has answered.

I took a run over to Orange Saturday on a tandem with Bonnett, Sr., to see whether we could strike the Orange Wanderers on their century run. We stopped at Johnson's, but "Slew" could tell nothing more about them than that at one o'clock five were left in and had accomplished sixty miles. How many had started he could not tell. Yesterday morning however, I received a memorandum from Captain Porter of what had been accomplished. It contained the information that L. H. Porter, C. A. Lindsley and J. M. Gilmour, had finished one hundred five-eighths miles. They started at 4:44 A. M., and finished at 7:05 P. M. Elapsed time, 14h. 21m. Actual riding time 10h. 51m. Average per hour, nine one-quarter miles. The course was through the Oranges, Milburn, Irvington, Hilton and Short Hills. The distance was measured by cyclometer, the four agreeing. No special training was done, nor preparation made. The object was simply to make one hundred miles during the day. They must have had a pretty tough time of it in the afternoon; for we encountered a very heavy wind.

The E. W. century run will take place in about two weeks. The course will be to Morristown thence to Franklin, and then around the Orange district. One of the lady members has announced her intention to accompany the run on a tandem with her husband, and from the ease with which the pair have accomplished long distances in the past, it is not likely that they will be among those that will fall by the wayside. To-night the E. W. is to have one of those moonlight runs through the Oranges, which seldom fail to bring out a large attendance.

The racers on Decoration Day are indebted to D. B. Bonnett, of the E. W., for the absence of stodes from the course, as, by direction of the Executive Committee, he had the most of them removed. "Wait until next Fall," he said the other day, "and I shall have six men at work who will not leave a pebble. And I do not see why the wheelmen cannot be properly fed on that day. We can have a big tent put up, and engage a caterer to give us a dinner that will be worth the money."

L. H. Johnson and J. W. Smith, of the Orange Wanderers, went on an exploring trip yesterday to

learn about the roads between Long Branch and Ocean Beach, with a view of piloting their club over the route some day later in the month.

May has been a pretty good riding month with the E. W., but the records are coming in very slowly. Captain Martin told me yesterday that he had received but thirteen and that these averaged a little over one hundred and fifty miles apiece. D. B. Bonnett as usual heads the list with a score of 403. Caldwell made 260; Chandler, 225; and Martin, 209.

I see that the captain of a club down in South Jersey issues an official call for a club run through the medium of the cycling press. They must be pretty important and unusual affairs down there to be deemed worthy of an encroachment on valuable space.

The success of Neilson and Rhodes in the Clarksville race has created quite a boom for the Victor up at Johnson's. Such records impress new riders strongly, and he says that he cannot get enough second hand Victors, forty-eight to fifty-two, to supply the demand.

Not satisfied with such road scorchers as Hall, Valentine, Knox, Bridgman and Weber, I hear it whispered that next Fall another "wonder" is to be sprung by the K. C. W. on us poor fellows, badly enough beaten as it is. The wonder is a new arrival from Ohio, who is under the masterly tutorship of Harry Hall. That he will ride a Star goes without saying.

The Somerset Wheelmen did some big riding during May. Capt. Davey tells me that the first eight scores handed in average thirty miles. The big records were: P. V. Bergen, 438; J. S. Frelinghuysen, 396; W. H. K. Davey, 364; John Van Eps, 315.

JONAH.
June 6, 1887.

H. E. DUCKER SEVERS HIS CONNECTION WITH THE SPRINGFIELD PRINTING CO.

Henry E. Ducker, President of the Springfield Bicycle Club, editor of the "Gazette" and Superintendent of the Springfield Printing Company, will leave this city July 1, much to the regret of thousands of friends. It seems like writing an obituary. Everybody who knows Mr. Ducker admires him, not only for his honesty, integrity and moral courage but also for his undaunted pluck in everything he undertakes. It has been owing to his influence that Springfield has been made the bicycling centre of the world; to him belongs the credit of putting into circulation millions of money for ever kind of wheel made. A word from him, an article in his paper would turn the fortunes of manufacturers. He never, however, let pleasure interfere with his business, and his whole energy was devoted to the concern by which he was employed. He worked for their interests, not his own, and turned thousands of dollars into the treasury for book, job work and other printing for the bicycle tournaments in this city.

Mr. Ducker's principal branch of the business is a book binder. He was imported to this city from New York, April 29, 1863, when but fifteen years of age and entered the employ of Samuel Bowles in the old Republican building, where D. H. Brighan's store now stands, two days after, May 1, 1863. He worked himself up at such a rate that four years from the day he entered, he was made foreman of the bindery and has continued at it ever since. It is safe to say there is no man in the country who can figure as closely on a job as Mr. Ducker. His father was a book binder before him and it was born in him. He has several good offers awaiting him, and after a week's hesitation will accept the best. He leaves this city about July 1, and in the meantime will dispose of his residence on Worthington street.

Mr. Ducker's chair will be filled by L. H. Orr, who has been in the printing business opposite J. D. Gill's for the past four years, Mr. Orr has purchased a controlling interest in the concern and steps into the harness to look after his own interest as well as that of all the stockholders. Hence Mr. Ducker will have to go.

P. E. Sweeney, for a number of years foreman in the press-room also resigns, and will take charge of the press-room of Clark W. Bryan.

Mr. Ducker will continue to edit the Gazette and have it printed in this city. He is a very popular man with the help, every one of whom will regret his departure very much.—*Springfield Daily News.*

IN MEMORIAM.

Keith-Falconer has gone from amongst us. Dying in a hot tropical country of heart disease, his end reminds us forcibly of that of poor Cortis. One had gone to Australia to minister to the bodily wants of his fellow men, the other to Arabia to minister to the wants of their souls. There probably never were two men more unlike mentally than Keith-Falconer and Cortis, yet physically they resembled one another, and, in their riding of a bicycle, probably came nearer than any two other men of their day. In their deaths, as we have said, there is a great and sad resemblance. Keith-Falconer last saw Cortis when he took the chair at the farewell dinner given by the Wanderers' B. C. to the latter prior to his departure for Australia. Now both have paid the debt of nature, and gone to that bourne whence no traveler returns. Peace be with them.

The Hon. Ion Grant Neville Keith-Falconer was the third son of the late Earl of Kintore, Lord Lieutenant and Sheriff Principal of Aberdeenshire, and was brother to the present Earl. Ion Keith Falconer was born at Keith Hall, Inverurie, where his family have been established since 1458, when his ancestor, Sir William Keith, was Earl Marischal of Scotland. His birth was on the 5th July, 1856, and at the age of eleven he went to the Rev. R. S. Tabor's school at Cheap, Surrey, whence he passed into Harrow in 1869. Here he rose one form a year regularly till he gained the upper sixth. In his school days at Harrow he gained the Ebrington and Flower prizes for German, and the Mathematical Master's prize for problems. He afterwards passed into the modern side of the school, where, under Mr. E. E. Bowen, a fellow of Trinity College, Cambridge, he not only acquired knowledge, but also a liking for cycling. Mr. Bowen having long appreciated the sport, and made endeavors to gain permission for the Harrow boys to ride. It was refused, and consequently Keith Falconer had to wait until the holidays, where, on the hilly roads of Aberdeenshire, he practised on a thirty-six inch "boneshaker." In October, 1873, he went to Hitchin to read mathematics with the vicar, the Rev. Lewis Hensley, and it was whilst living here that he made his name as a cyclist. His first race was with Mr. Meek, of Wrest Park, Shefford, over a ten miles course, on the road between Hitchin and Bedford, when the subject of our obituary won, in thirty-eight minutes, on a fifty-two inch roadster. In October, 1873, he entered Trinity College, Cambridge, and took college prizes in 1875, 1876 and 1877 respectively. In 1875 he gave up mathematics for theology. His first great road ride was in 1874, when he covered the 135 miles between Bournemouth and Hitchin in nineteen and one quarter consecutive hours. Joining the Cambridge University Bicycle Club, he took an active part in its affairs, and served as Secretary and Vice-President. He also won several road races, and practically made the London Bicycle Club by riding his famous match against H. P. Whiting, at Lillie Bridge, over twenty-five miles of ground, the club giving an invitation "gate," and getting a large and fashionable assembly and a start from which they have never receded. His racing career comprises the following:—

1874, October term, C. U. B. C. races, Chesterfield to Cambridge ten miles. Won in 34m. before the wind. One mile handicap, came in fifth from scratch in 3m. 16s. 1875, 25th January, defeated by H. P. Whiting at Lillie Bridge in 25 miles match by 150 yards. Rode on this occasion a 60½-inch racer. 1875, Lent term C. U. B. C. trial race, Hatfield to Cambridge, 42 miles; won in 3h. 9m. 6s. Inter-Varsity race, St. Albans to Oxford, 50 miles; won in 4h. 9m. 24s. 1876, C. U. B. C. May term races, four miles handicap, at Fenner's Ground, on March 24th; started from scratch, bent crank after going one lap, dismounted while Keen bent it straight, causing about 30s. delay, and eventually won in 13m. 43s. Ten miles race; won in 35m. 35s. 1876, April, four miles amateur championship at Lillie Bridge; won in 13m. 16s., till then the fastest time on record. 1876, April 22d, Alexandra Palace races; won five miles championship in 17m. 53s., defeating Osborne and Nisbet. Won the five miles open amateur handicap from scratch in 16m. 25½s., beating Wyndham in his heat, and McKinnon, Moore and A. Adams in the final. 1876, May 15th, C. U. B. C. trial race, 50 miles, on Fenner's Ground, Cambridge; won in 3h. 20m. 37s. 1876, Inter-Varsity races; did not compete owing to private religious scruples, a decision which, though adversely commented on by the *News* at the time, certainly deserves praise rather than blame, as evidencing

an amount of moral courage not possessed by the majority. 1877, May 23d and 25th, trial races C. U. B. C.; won the two miles in 6m. 32s.; the 25 miles in 1h. 30m. 25s., and also the ten miles. 1877, June 8th, at the London B. C. meeting at Stamford Bridge, won the five miles open amateur handicap in 16m. 25s.; beating Wyndham, both from scratch. This race was the first in which these two excellent riders had met since the latter had become a recognized flyer, and the splendid manner in which the president mowed down man after man and eventually won the final elicited the most enthusiastic applause from the large assembly, and will long be remembered as a most exciting race. In the one mile club race on the same day Mr. Falconer won his heat in 3m. 6s., till then the fastest amateur mile, but the final following too close on the five miles he succumbed. 1877, June 10th, two days afterwards, in the inter-Varsity races at Oxford, he achieved his most brilliant successes, scoring for one mile 3m., for two miles 6m. 1s., and for ten miles 32m. 25s.; all best on records for amateurs to date. His participation in the great amateur v. professional contests, his two miles in 5m. 36s.—a record which stood for five years—and his championship performances at a later date, are familiar facts in cycling history. Equally good as a road rider, as evidenced by his journey from Land's End to John-o'-Groat's, as on the path, Keith-Falconer was a cyclist on whose like it will always be difficult to look again. As a man, he was an earnest Christian; and, as we had said in "Notes of the Week," one who has accelerated his death by exposure in an unhealthy climate in the missionary cause. We also, in the same column, allude to the high honors which he obtained at his Alma Mater. As a combination of muscular Christianity and mental culture the rider whose death we all deplore was first amongst cyclists.

* * *

We very much regret to announce the death of Keith-Falconer, the President of the London Bicycle Club, and one of the best riders who ever crossed a bicycle, besides being a most unassuming and single-hearted man. We personally knew Keith-Falconer, and many years ago suggested his being asked to accept the presidency of the London. His first public appearance as a bicyclist was in 1874, when he rode from Bournemouth to Hitchin (135 miles) in the day. The account of the ride appeared in the *Field*, and for some years afterwards the name of Keith Falconer was in the first rank as a cyclist. He married Miss Bevan, the well-known banker's daughter, some two or three years ago, and being of a strongly religious turn of mind, preferred, instead of living a life of ease at home, to go out to Arabia, where he has, unfortunately, died. No cyclist that we know was more ready for death, which is the one consolation which his friends have to support them in their sorrow. *The Times* says of him:—"Intelligence reached Cambridge to-day (May 15th) of the sudden death from heart disease of the Hon. Ion Grant Neville Keith-Falconer, M.A., the Lord Almoner's Reader in Arabic, which occurred in Arabia, where he was prosecuting his studies of the language. He was born in 1856, and was the second son of the Earl of Kintore. He entered as a student of Trinity College in 1874, and graduated B.A. in 1878, when he obtained a first class in the Theological Tripos, and was also awarded the Hebrew prize. In 1880 he obtained the distinction of a first class in the Semitic Languages Tripos. He was Jeremie Septuagint prizeman in 1876, and Tyrwhitt Hebrew scholar in 1879. He has on several occasions acted as one of the public examiners for the Theological Tripos and the Semitic Languages Tripos. On the resignation of Mr. Robertson Smith, in June, 1886, he was appointed Lord Almoner's Reader in Arabic, and he delivered two courses of lectures during last Michaelmas term.—*The Cyclist*.

The fifty Miles Road Record.—In the hurry of noting and reporting the fifty miles Catford road ride last week a very important performance accomplished in the ride failed to meet with the notice it deserved. This was the performance of Mr. Harold Crooke, of the Guildford C. C., who did the full distance in 3h. 12m. 18s. This is, we believe, the best recorded time yet made on an ordinary bicycle. Mr. Crooke's mount was a 53-in. "New Rapid" Roadster. As the course was rather hilly, and a strong northeast wind blowing, the performance was all the more meritorious, and stamps Mr. Crooke as one of the best riders of the ordinary bicycle on the road.—*The Cyclist*.

RACE MEET AT BEAVER FALLS, PA.

BEAVER FALLS, May 30.—The bicycle races this afternoon were witnessed by a large and brilliant assemblage, fully one thousand being present. The results were as follows:

One-half mile, open race—Won by J. Huntingdon, Cleveland, O., in 1m. 36½s. A. Banker, Allegheny, second.

Novice race—Won by George Stamler, Beaver Falls, time 3m. 57 3-4s. W. Townsend, New Brighton, second.

One-mile open race—Won by W. Banker, Allegheny, time, 3m. 36½s. A. Banker, Allegheny, second.

Club races—First and second were won by T. Moorhead and George Stamler in 3m. 38s. and 3m. 55s.

Slow race—Won by J. Morrison, 100-yds., in 1m. 13s.

Mile lap race—Won by Huntingdon, of Cleveland, A. Banker, of Allegheny, second, time, 3m. 26s.

Mile team race—Won by Huntingdon, of Cleveland, and Moorhead, of Beaver Falls, against A. and W. Banker, of Allegheny.

Final club race—Won by Moorhead in 3m. 55s., with Stamler, second.

Consolation race—Won by F. Lentz, Pittsburg, in 3m 42½s., with T. Shaw, second.

Boys' race, half-mile—Won by Charley Randolph, 1m. 57s., with Chancery Ginn, second.

Hill climbing contest in New Brighton—Won by W. Banker, of Allegheny, in 48½s.; Robertson, of Allegheny, second, in 53½s.

E. H. Verger, of Pittsburg, was referee, J. H. Lyle, timekeeper, S. H. Murray and Hugh Flemming, judges.

EAST HARTFORD RACE MEET.

HARTFORD, Conn., June 4.—The Spring meeting of the East Hartford Bicycle Club attracted racing wheelmen from various parts of this State and Southern Massachusetts. The attendance was large and the sport interesting throughout. The quarter-mile track was in good condition after the rain. L. A. Tracy, Chief Consul of the Connecticut Division of the L. A. W., acted as referee, and Messrs. Frank H. Williams, of Springfield, J. D. Candee, of Hartford, and E. D. DeBlois, of Wethersfield, were the judges. Many of the races were very close, as the following summary will show.

Half-mile open handicap, in heats—Won by George L. Lewis of Springfield, seventy yards, time, 1m. 23 2-5s., first prize, Colt magazine rifle; second, Ludwig Foster of Hartford, seventy yards, time, 1m. 24 1-5s., pair ball pedals; third, C. F. Richmond, of Glastonbury, thirty yards, lemonade set.

W. M. Haradon, of Springfield, quarter-mile against the track record of 41½s., time 44 4-5s.

Three-mile, open, time handicap—Won by C. H. Thomas of New Britain, twenty seconds, time 10m. 14s., set of ice-cream spoons in case; second, S. H. Tyrrell, East Hartford, twenty seconds, time 10m. 15s., rug; third, H. C. Wakefield, Springfield, thirty seconds, gold-lined goblet.

Two-mile novice, open—Won by George L. Lewis of Springfield, time 7m. 57 4-5s., Lakin cyclometer; second, Ludwig Foster, Hartford, time 6m. 58s., steel engraving.

James Lounsbury, Hartford, half-mile on Safety machine, exhibition, time 1m. 36 2-5s.

One-mile against time (2m. 59s.)—W. M. Haradon, Springfield, time 3m. 08 1-5s.

One-mile club handicap—Won by W. K. Ackley, time 3m. 14 4-5s., traveling bag; second, D. D. Bidwell, time 3m. 16s., club lamp.

One-mile, 3m. 20s.—Won by Charles H. Thomas of New Britain, time 3m. 20s., silver water pitcher; second, Thomas Harvey of Holyoke, time 30m. 20 2-5s., bicycle jersey; third, S. H. Tyrrell of East Hartford, plush-framed mirror.

One-mile open—Won by H. E. Bidwell of East Hartford, time 3m. 29 2 5s., tilting pitcher; second, C. F. Richmond of East Hartford, time 3m. 30 1-5s., Columbia ball pedals.

Two-mile lap—Won by C. F. Richmond of East Hartford, time 9m. 51s., ice-cream spoons in case; second, H. E. Bidwell of East Hartford, time 6m. 51 3-5s., one dozen spoons in case; third, George L. Lewis of Springfield, box cigars.

One-mile consolation—Won by George McClelland of Holyoke, time 3m. 17 4-5s., gold ring; second, H. K. Lee of Hartford, time 3m. 19s., gold-headed cane; third, Charles R. Culver of Springfield, pearl handled knife.

WHEEL GOSSIP.

Lynn will enjoy another race meet on July 4th. Frazier will shortly commence training at Lynn. Hartford will hold a tournament this year as usual.

The "Attic Bee" is raising a beard of the fiercest variety.

Crist will shortly commence training at the Roseville track.

The Wilkesbarre, Pa., Club will hold a race meet on July 4th.

The Maine Division, L. A. W., has decided to publish a road-book.

Mr. Frank White, of Messrs. Spalding Bros., has joined the Brooklyn Club.

On the 17th the Somerville, Mass., Club will ride to Newton, and enjoy a dance and a dinner.

Two Stars finished first in the road-race; then came three Columbia light roadsters, then another Star.

Two-mile bicycle race, Lowell, Mass., Saturday, June 4th.—H. E. Hazeltine, first; A. McCurdy, second.

Roxbury, Mass., has a new club called the Warren Club, which starts off with a membership of twenty-five.

THE OWL was — years of age last Tuesday. THE OWL might make it unpleasant for us if we filled out the blanks.

Mr. C. T. Gray of East Springfield, Mass., will join Mr. George W. Nellis, Jr., at Chicago, and will ride to California.

Mr. H. E. Ducker was in town last week. He was quite positive there would be no Springfield tournament held this year.

It is rumored that Burt Pressey has commenced suit against the H. B. Smith Machine Co., to collect royalties on all Star wheels.

It is reported that Mr. H. E. Ducker has severed his connection with the Springfield Printing Company, and will remove from Springfield.

The Ixion Club, at a late club meeting, telegraphed a long message to the Governor, urging him to sign the Rights and Privileges Bill.

The Lynn Cycle Club will celebrate its anniversary on June 17th, with a base ball match, a fifteen-mile bicycle race and a supper and entertainment.

Some wheelmen are wondering how Dr. Aiken of the Cits. got along with "the girl in white" who graced that St. Louis dinner table with her presence.

The annual meeting of the Connecticut Division was held yesterday, at the rooms of the Hartford Wheel Club. A twenty-five miles road-race was on the cards.

The meeting of the Board of Officers, New York State Division, L. A. W., will be held June 15th, at the Grand Union Hotel. Business of importance will be transacted.

We understand the Orange Wanderers have a large lady membership. To distinguish them from the Orange Wanderers proper, they should be called the Lemon Verbenas.

Mr. E. P. Baird, formerly of the Orange Wanderers, sends us a budget of Montreal gossip. Mr. Baird had many friends in the wheel-world and his letter will be read with interest.

The Ilderan Club will hold a ten-mile road-race, open to all amateurs, on Saturday, July 2d. The race will be run over the Irvington-Milburn course. Gold, silver and bronze medals will be offered.

The Superior Court has affirmed the decision of the lower courts in the Wilmington turnpike case, better known as the "North Carolina Case." We shall publish the opinion as soon as it is received.

At its meeting last Wednesday evening, the Boston Club voted to extend the use of the club house to the Massachusetts men for the Summer months, should they decide to hold together after giving up their club house.

Safety Records.—On May 24th, at Coventry, Eng., A. P. Egleheart broke the safety records from six to ten miles. The times were: 6m. 17m. 46 2-5s., 7m. 20m. 49 3-5s., 8m. 23m. 46s., 9m. 26m. 43s., 10m. 29m. 34 3-5s.

"A DISGUSTED AMERICAN writes:—"Your durned old country sent us a Rowell and he bowled all our peds over. You sent us a Howell, and he wiped out our cyclists. Now, if you send along a towel, we will dry up."—*English Exchange*.

At Woodstock, Ont., May 24th, Crist of Washington won a half-mile race, heats in 1m. 24 3 5s., 1m. 23 3-5s. Fred Foster won a mile race in 2m. 42 1-5s., by four feet from W. E. Crist, and also won a five-mile race in 16m. 4 2-5s., from the same rider.

The American Athletic Club will hold their tenth annual games at the Polo Grounds, on June 25th, at four P. M. Among the events is a two-mile handicap. Entrance fee fifty cents; close June 18th, with G. H. Cullum, Secretary, P. O. Box, 2930, New York City.

The Suffolk Wheel Club runs to Echo Bridge June 15th, Milton Lower Mills June 17th, (evening), and Waltham June 22d. June 29th and 30th, they go to Salem and Lynn on a two days' outing. The Suffolk will enter a team in the E. R. C. road-race June 11th and the men are now in daily practice.

The consolidation of the New York and Ixion Bicycle Clubs, which is now all but an accomplished fact, will make one of the strongest clubs in the country, and should prove attractive to some of the unattached wheelmen about New York. A magnificent club house will be built at a most convenient location, for both the wheel and social elements.

A great hill climbing contest has just been decided on Wetheroak Hill, in England. The hill is very steep, the grade varying from a foot in six and a half, to a foot in twelve; the length is one thousand and sixty feet. Frank Moore finished first in 1m. 27 3-5s on a Quadrant racer, and A. J. Wilson finished second in 1m. 30 2-5s., also on a Quadrant.

"The New York WHEEL, which formerly looked so insignificant as to remain unopened until everything else had been attended to, now makes a bulky package, and commands respect at sight."—*S. and T. Journal*.

Thanks awfully. But we hope the respect is not decreased by a thorough perusal.

LONDON, June 4, 1887. In the bicycle races at Grimsby to-day Battensby of Newcastle beat Temple of Chicago in a mile handicap by a foot. Lees of Leicester and Temple ran a dead heat in the five-mile handicap. Lees won the ten-mile handicap from the scratch. Woodside second, English of Liverpool third, Morgan of New York did not receive a place.—*Cable*.

A joint meeting of the New York and Ixion Clubs will be held next Tuesday night, at which the clubs will probably combine. The Ixions will disband and immediately be elected into the New York Club. New officers will be elected, new committees appointed and a new constitution and by-laws adopted. A desirable site has already been secured, and a superb club house will be erected.

CAMBRIDGE CLUB RUNS.—Captain C. L. Smith of the Cambridge Club has issued a call for the following club runs during June: June 5, run to Salem, starting at 9.30 A.M. June 7 and 8, moonlight runs, starting seven o'clock. June 12, morning run to Arlington, starting ten o'clock. June 17, run to Nantasket, starting at nine A.M. June 19, run to Echo bridge, starting at 2.30 P.M. June 26, run to Cobb's Tavern, Sharon, starting as nine A.M.

The Terre Haute, Ind., Bicycle Club held its annual twelve miles handicap road-race on Decoration Day. The race resulted as follows: A. Hulman, scratch, 48m. 20s.; Bruce Cooper, 1m. 45s. start, 50m. 13s., actual time; Charles Crain, scratch, 49m. 05s.; Ira Calder, 3m. start, 54m. 55s. This is the second time Hulman has won the medal, which will become his permanent property should he finish first in the next contest, to be held June 30th.

THE LIGHTEST TRICYCLE IN THE WORLD.—We have before used the above heading, but this time the record has been fairly beaten. Mr. F. S. Buckingham has built himself a "Premier" direct steerer scaling twenty-six pounds only. It is of the ordinary standard pattern, with three equal thirty-inch wheels, Sparbrook gear, one half inch tires, six and a quarter inch cranks, and geared to fifty-seven inches. The small boys of Coventry may well yell at Buckie, "Yah! ye're riding a cobweb."—*Bicycling News*.

Mr. J. E. Fenlon, who was suspended eight months ago on the suspicion of promateurism, has been reinstated by N. C. U., which now declares its suspicions to be unfounded. During his suspension, Mr. Fenlon was barred from the racing path, and probably lost caste, and suffered other indignities at the hands of thoughtless and caddish racing men. Yet, after eight months, the N. C. U. reports itself mistaken. Truly are the legislative proceedings of the wheeling organizations on both sides of the big pond legal curiosities.

The fourth annual tour of the Indiana Division, L. A. W., will organize at Logansport, Ind., at six A. M. Friday, June 8. In the forenoon the party will ride to Elphi, thirty miles, and in the afternoon to Lafayette, twenty-five miles; next day to Frankfort; Sunday the 10th to Crawfordsville; Monday to "Shades of Death"; Tuesday to Clinton, where there will be a hill-climbing contest on Coal Creek hill, one thousand two hundred feet long. The prize is a twenty-five dollar gold medal. Nobody who has ever ridden the hill will be allowed to enter.

The following events will be included in the programme of sports to be held in Brookline, Mass., on the morning of July 4. Two-mile bicycle race open to all amateurs; one-mile bicycle race, and one hundred yards slow race, open to amateurs of the town only, and junior-mile bicycle race, open to contestants not over eighteen years of age. The entrance fee is one dollar, and entries inclosing the fee should be mailed to E. W. Baker, Brookline, Mass., before Wednesday, June 29. Handsome medals will be given the first and second man in each event.

NEW TRACK AT QUEENS, L. I.—A new cycling feature on Long Island is the new track which has just been completed at Queens, on the Jericho Turnpike. The track is six laps to the mile, made of clay, and with raised corners. Two events will be held next Saturday, viz: One and two miles scratch bicycle races. Prizes, gold and silver medals to first and second. Entries close on the grounds before the race with the Secretary, W. L. Wood. Entrance fee, fifty cents for each event, returnable to starters. Trains leave Long Island City at 2:05; Brooklyn at two o'clock, and James Slip at 1:30.

At the Manhattan Athletic Club games, held Saturday afternoon, a two-mile handicap was decided with the following result: J. W. Powers, Jr., Harlem Wheelmen scratch, 6m. 52 3-5s.; H. L. Powers, 100 yards, 2; E. J. Halstead, Harlem Wheelmen, 40 yards, 0; E. C. Parker, Harlem Wheelmen, 60 yards, 0. This was the first appearance of Powers, the younger. He is a fast rider, and angled with the third man, just beating him by a neck, but he should forget the boyish habits of looking around and giggling. The Powers brothers and the Rich Brothers are examples of the athletic ability which sometimes runs in families.

We had a visit last week from Mr. C. R. Dodge, president of the Massachusetts B. C., and late editor of *Outing*. From him we learned many interesting particulars as to cycling in the States. On the subject of tricycling for ladies, Mr. Dodge is an enthusiast, and he is endeavoring to rouse American women to generally adopt the tricycle as a means of locomotion and recreation. In his own family, Mr. Dodge has had such a striking proof of the health-giving properties of the tricycle, that there is small wonder if he believes in it. Mr. Dodge is a well-known contributor to the American Press, and we hope that every facility will be placed in his way when visiting Coventry and other manufactories.—*Wheeling*.

Kolb wins the Inter-collegiate championship. The two-mile college championship, which was decided at the Manhattan grounds on May 28th, brought out a large field. Kolb who shows much improved form this year, won, with Maguire, of Columbia, also a good man, second. Summary: Two-mile bicycle race; first round; first two in each heat to ride in final—First heat, E. F. Landy, '89, scratch, Yale, and C. B. Keen, '89, University of Pennsylvania, w. o., 'n 8m. 42s. Second heat, S. A. Maguire, '89, Columbia, 7m. 47 2-5s.; B. G. Work, '89, scratch, Yale, second, by four yards; R. S. Adams, '88, Princeton, third, by one hundred yards. Third heat, L. G. Kolb, University of Pennsylvania, 7m. 23 3-5s.; C. R. Scott, '89, Cornell, second. G. H. Merrill, '89 Harvard, third; J. Geary, University of Pennsylvania, saddle turned and fell. Final heat, Kolb, 6m. 53 1-5s.; Maguire, second by eight yards; Landy, third by ten yards; Work, 0; Scott, 0; Keen fell on last turn, from exhaustion.

ACROSS THE CONTINENT.

FROM MEDINA, N. Y., TO ST. THOMAS, ONTARIO.—
NIAGARA FALLS.

At six o'clock Sunday morning, May 29, we wheeled out of sleeping Medina in fine spirits. The rising sun betokened a day extremely warm, and we resolved to take it easy to Niagara. Middleport, six miles, was reached at seven A. M., and here we had breakfast. Pushing on, Gosport, eleven and one-half miles, was passed at 9:30, and Lockport appeared to view at twelve, noon. From here to Niagara we had twenty-one miles of the worst going yet encountered. A hard clay, just dry enough to be ridable and resembling a cobblestone pavement predominated, with occasional patches of new smooth surface. At Lockport, we found that a direct road to Batavia might have been taken at only eighteen miles. Thus we travelled twenty-eight miles more than necessary. The riding was fine, however, and to any one travelling for pleasure, is far preferable in many respects. Wheeling into the Falls at five o'clock P. M. we put up at the Falls Hotel, and had supper, a good bath and shave. Sauntering out at eight o'clock we were soon gazing awe struck upon the grand and mighty cataract. The dim, uncertain light of a waning sun set added to the faint, glimmering moon lent a halo ethereal beauty to the scene that was at once beautiful and magnificent. A full hour we sat and gazed far down into the impenetrable depths below. Every wave and billow presented a separate distinguishable attraction which combined, enlarged and magnified the scene into a spectacle irresistible in the extreme. At ten o'clock we turned in, and secured an early start to do up the Falls in the morning. Decoration Day dawned bright and early and we sallied forth on our bikes at eight A. M. over to Goat Island, through the parks, shady nooks, picturesque avenues, etc. An hour was spent in drinking in the beauties of this wonderful place when we started to return, but found the gates locked upon us. Cross we must, but how? Invention is the result of want, and we were not long wanting. On top of the bridge is a parapet about a foot wide and this we determined to mount and ride across. Once up and in the saddle all seemed well, and the novelty of our position coupled with its extreme hazard lent wings to our flight and inspired a feeling of bravado unparalleled. A false move, a quiver, and all was lost. Cautiously we approached the end. With a suddenness which baffles description a part of the wall gave way and headlong we went into the seething mass of fury-lashed water below. Madly we battled for life against the rushing torrent. Swiftly to the brink of doom we were drawn and but ten feet yet remained between us, heaven, earth, and eternity. Great beads of heated perspiration stood out upon our terrorized brows. All was over, and with a last appealing look skyward we plunged over the falls and struck with crushing force on the cold, cruel bottom of—our chamber floor.

"Poker!"

"Hey!"

"Where are we?"

"I'm in bed; what the Dickens are you tumbling round out there for?"

"Silence, old boy, don't give it away, and I will unfold a tale to harrow up thy craven soul, to make thy blood run cold and thy senses reel and thy reason disenthroned."

Yes, it was a dream, brought on by divers potations of cream and soda and chocolate, and an over-wrought brain.

Looking at my Waterbury, (forgot to state that I carried one on this trip), I found it was just two o'clock, and so turned in for another doze.

Eight o'clock saw us out Monday morning and prepared to do up Niagara in great style. First, we ventured to the point, and I looked with horror upon the spot of my night's adventure. Never will I forget that night, and its incidents are doubly engraved upon my plastic memory. We sit some time on the point and picture ourselves taking a headlong leap to the rocks below. This after a while becomes monotonous and we seek for more thrilling adventures.

After due deliberation we resolve to brave the dangers of Niagara's furious maelstrom, and accordingly seek the inclined railway. This is an apparatus which goes straight up and down if you walk it, and about three rods if you ride it, so we concluded to ride along with various other lunatics of our ilk. Arrived at the bottom we were shown a wonderful precious stone, carved to imitate a lady's arm, bracelet, ring and all combined, which

the owner said was the only specimen of its kind in existence. Seeing we were young and unsophisticated, he would let us have it

FOR SIX DOLLARS,

but we didn't bite. There was an awful odor of rats in that atmosphere and we left it. There comes the "Merry Maid o' the Mist" dancing o'er the wave and rushing to the pier.

All the power I could muster was necessary to coax Poker on that craft, and the mate, a jolly Jack Tar, used all his moral, or immoral, suasion, ere he would set foot on the watery-winged will o' the wisp. Once on, they encased us in two great rubber coats and fired us up the gang-plank on deck. Here another festive sailor yanked a big rubber comfortable over us and all that was visible, was our nose, an eye, and two eye lashes. Away we go bumping over the rocks of Niagara on the top of a fish. We go under Horseshoe Falls and emerge all covered with wet. Water is everywhere. We feel like a cat soaked in a compound concentrated solution of aqua fortis for a week. Thence we are hauled over to Canuck and fired ashore 'long side of several other truck.

We climb a hill several miles, or rods long, and run pell-mell into the

GREAT CANADIAN MUSEUM.

Quicker'n it takes to tell it, we escape from the wild aggregation of curiosities from the world over and proceed on our weary persecuted way. The park has some distant attraction, but ever and anon, comes that terrorizing shriek, "Hack," and Poker jumps ten feet. Thence we go deep down in the bowels of the earth and emerge under Horseshoe Falls.

Leaving this subterranean sepulchre of the dead and lost ages we wander hither and thither, and at last run pell-mell into the entrance to Deer Park, as we were given to understand by a sign over the gate. It said "\$1," and if that isn't dear we are no judge of values.

This settled our Canadian aspirations and we resolve to squander the balance of our superfluous cash for Uncle Sam. Returning to the pier at eleven sharp, we find our jolly misty maiden just puffing away, and the captain waves us a flat adieu. Nothing will avail, but we must sit on this dirty, worm-eaten old pier just forty minutes and ponder on the unmaterialism, the inconsistencies of this immaculate so-called life. We are "Maids of the Missed" in earnest now. Those forty minutes were likened to the forty declining years of a maniac's life, but we survived the period, and soon breathed freely once more under the Stars and Stripes. Getting aboard of that elevated jaunting car we were whisked on deck and meandered over to Goat Island. This is a romantic spot and we enjoyed it. Those Goat Islanders were great.

This sort of fun grew irksome however, and we set out for more wonders. The Cave of the Winds filled the bill. This is the greatest creation of man. It is a succession of revolving steps and is christened very appropriately the Cave of the Winds. Because it is a winding stair.

The cave in reality cannot now be seen, but we looked at the outside and felt satisfied. From here the "Three Sisters" came in for a share of our attention, and we freely gave it. These three elegant daughters of Eve are as near triplets as we can imagine and they looked attractive in the Airy-Fairy Lillian fashion of garb as we saw them.

Gentle reader gaze upon the cultured beauty here delineated for your appreciation! Rest your critical orbs upon those perfect symbols of grace, and smile if you dare.

Venturing further, we come upon a series of signs indicative of a place called "Prospect Park."

We reached the Falls Hotel weary and dust-laden, and carrying a big ravenous appetite. This the landlord took charge of to his everlasting regret. Bicyclists alone know how those viands disappeared with lightning-like celerity.

Two hours later we oiled our wheels, adjusted our "bearings," and at three P. M. said a last sorrowful adieu to Poker, our boon companion for a week. Riding out over Suspension Bridge we turned southward and struck Welland at 5:30, seventeen miles away. Supper over, we wheel away to Wellandport, fourteen miles, and reach Althocliiff, five miles, at 8:30 P. M. Here we stop for the night, and 5:30 next morning sees us again in the saddle. A hard clayey road, fairly ridable, meets us nearly all day, and we push on through Camboro, Canfield, Cayuga, Ellis Corners, and Hogansville, where we take dinner, two miles out of town, with a generous farmer. From here we go to Waterford and run eleven miles on the

Michigan Central railroad tracks, meeting with good success. Leaving that, we pedal on, through Cornell, Springfield, and Yarmouth, reaching St. Thomas at eight P. M., with a mileage of seventy-seven for the day. Rain soon begins to fall in torrents, and we are booked for a short sojourn here, so turn in contented, for the time being, at least.

Geo. W. NELLIS, JR.

ST. THOMAS, ONT., June 1.

PHILADELPHIA POINTERS.

The "West Philadelphia Athletic Association" gave a series of events on Saturday last, combining bicycle and foot racing and jumping. The wheel events were a one-mile novices race which was won by W. Morgan from a field of five, in 3m. 25s., with a lot to spare. The "One-mile Bicycle Championship of Philadelphia, sanctioned by the L. A. W." (to read from the show bills), was a gift for Louis J. Kolb of the University in 3m. 10 4-5s., with M. J. Bailey second by thirty yards. Kolb also won the mile open race, with C. S. Stevens of Millville, on a roadster, second, and a close second at that. Stevens rode very well considering his mount and the very slight amount of training he has had; with a track to train on he would make the "champion" hustle to win anything from him. He does all the little training he gets on the road from Millville to Bridgeton, and it is not a remarkably good road at that. C. B. Keen, the University flyer, has been twice beaten by Kolb, but I still hold to my notion that he is much the better man despite the latter's immense improvement this year. He has been entirely too ill to do any work whatever since the falls he got at Wilmington and in the University class races. We are promised more good roads out in the already well macadamized district west of the Schuylkill, and some of the sleepy city fathers are waking up to the idea that the cobble stone pavement through the city is not all that it might be. Adding to this the fact that one of the most prominent of politicians and railroad men is interested in "tar" for concrete, we may now begin to hope that a few more asphaltum pavements will be placed throughout the town.

The little *Press* man says that the Southern tourists found a stretch of road between Paoli and Downingtown that broke them all up; of course he and they did not know it, but from Paoli to Downingtown, by a straight route from Green Tree past the Rolling Mills, there is as fine a stretch of country riding as could be wished for; almost as good as the best part of the Pike. An inter club road-race has been somewhat mysteriously hinted at and another inter-club race for a cup offered by a sporting goods firm is an assured fact. The Germantown Club talks of another excursion down to the Jersey wilds for the 2nd, 3rd and 4th of July.

The much talked of steam tricycle has put in an appearance at last, and the writer, coming home from work on Saturday afternoon, was astounded to see what appeared to be an ordinary Invincible tandem coming down Broad Street, over the Belgian blocks and on a perfectly level stretch, *with both riders coasting!* As it was coming directly toward me I could not see what the motive power was, and it was only when the machine turned a little at Race Street and gave me a broadside view that I could make out what it was. I hailed it of course and got a description. As I have said, it was an ordinary Invincible three-tracked tandem on which is mounted between the riders and parallel with the axle a cylindrical reservoir, one half of which contains water and the other half the kerosene fuel. The boiler is mounted back of the rear rider, is perhaps a foot thick and eighteen or twenty inches high, and fastened securely to the straight frame of the machine. The engine part proper is very minute and is connected with the driving gear in such a way that it can be instantly and readily detached. Altogether the machine is very neat and much more practical than I had supposed it could be, and the way it took the two riders on it over the stones was a caution, to cats. The general appearance too is not ungraceful, and barring a slight resemblance to a steam fire company, should be very pleasant riding. DIXEY.

The Elizabeth Wheelmen will warm their new club house next Tuesday evening with speeches, music, dancing, and viands. The invitations are limited to two hundred. Later on neighboring clubs will be invited to warm the house in approved cycling style.

THE RIGHTS AND PRIVILEGES BILL.

THE HEARING BEFORE THE GOVERNOR. NEW YORK WHEELMEN SHOULD BE THERE.

The Bill has about reached the final or critical stage. On June 14, at four P. M., the Governor will give a hearing of an hour, each side being allowed half an hour to advance arguments. The Chief Consul and Counsellor Potter have sent out a strong appeal to wheelmen, asking them to attend the hearing at Albany. There is no doubt that the facts advanced by the advocates of its passage will be strong and unanswerable, but it is just as important that the friends of the bill flock into the Executive Chamber, and show the Governor what wheelmen are, and what interest they take in everything affecting their rights. There will doubtless be many men from up the State present, but we wish to make a special appeal to New York wheelmen to attend. It is for them the battle is being fought. They should remember that over one thousand dollars have been spent, and that this may not be spent in vain, if wheelmen will not neglect those little things at the last and critical moment, which very often carry great weight.

The train will leave the Grand Central at ten A. M., and the party will arrive in town at 10:45 P. M. The party will be a pleasant one, the journey will doubtless be enjoyable, and those who go will have the satisfaction resulting from the knowledge of duty well done.

We should like to remind those clubs who have not yet forwarded resolutions to the Governor, that there is yet time, and that a large number of resolutions sent in at this time will make a vivid impression on the Governor's mind. If a special meeting cannot be called, the President might forward resolutions in the name of his club. There are also many important cycling organizations outside of New York State who could greatly assist their fellow wheelmen and the cause generally by memorializing the Governor. We hope some of the more prominent—for Washington, Baltimore, Boston, Chicago, Philadelphia, etc.—will take action at once.

We append Chief Consul Bidwell's letter to the Division members:

NEW YORK, June 7, 1887.

As you are doubtless aware, our "Bicycle Bill" has passed both branches of our legislature and is now in the hands of the Governor. Considerable opposition has arisen, chiefly among horsemen, a protest has been filed with the Governor, and he has decided to give a public hearing on June 14th at four o'clock P. M. *The opposition is strong, they are doing everything they can to defeat us.* When we go to Albany to appear before the Governor, the friends of the "Bill" should fill the executive chamber to overflowing. We must have at least one hundred and fifty to make a proper showing. I trust you will be one of this number. You can leave, Tuesday A. M. ten o'clock via New York Central; returning, leave Albany five-forty-five P. M., arriving in New York, ten-forty-five, A. M. You will therefore lose only one day from business. You may think that I am making an unnecessary request, but I can assure you, it is of the utmost importance that we should have a large number of representative wheelmen with us.

I had hoped that this call would not be necessary, but from late advices received, the success of the bill is uncertain (*very*) and we *must* make *this demonstration of strength.* Our party will meet at the "Kenmore" Albany, June 14th, at three o'clock P. M. Please advise me by return mail if you will attend.

Respectfully, GEO. R. BIDWELL

VERMONT DIVISION L. A. W.

The annual meeting of this Division will be held at Montpelier, June 17, at two P. M. The roads in the vicinity are very good, and doubtless many wheelmen will take advantage of the reduced railroad fares to attend the meet. The programme of entertainment is as follows:

Business meeting.

Three-mile road-race for Vermont championship. Prizes: Waltham watch, contributed by W. T. Russell, Bellows Falls; Kirkpatrick Saddle, contributed by Pope Manufacturing Co.; third prize, Alarm Bell.

One-mile novices road-race. One-mile Vermont championship. First prize. Downe's cyclometer, presented by Overman Wheel Co.

A hill climbing contest will be held on Seminary Hill, which has never been ridden.

Address all communications to F. E. Du Bois, West Randolph, Vt.

CANADA TOUR OF THE ILDERAN BICYCLE CLUB.

In the last issue of THE WHEEL there appeared a full prospectus of the above tour, which is to leave New York on July 9th.

Owing to the reported poor condition of the roads between Cornwall and Montreal, they have decided to take steamer from the former point, running Lachine Rapids and arriving at Montreal 6 P. M., July 17th. This will undoubtedly prove an additional attraction, as will also the acceptance of their railway tickets from Montreal to New York by the Lake Champlain and Lake George steamers, thus affording an opportunity to visit Ausable Chasm and other points in that region of the Adirondacks, and, if desired, a stop-over at Saratoga Springs.

Among the convoys may be mentioned Captain George H. Orr, of the Toronto Wanderers, who conveyed the Big Four and Chicago to Boston tourists of former years. Captain Orr, with a party of the Wanderers, will take them East.

The Secretary of the tour, Mr. H. C. Mettler, 71 Lincoln Place, Brooklyn, promises us a list of the tourists up to June 20th for our issue of the 24th inst. In order to make this list as complete as possible, he desires all intending to join to send in their names prior to June 20th. A souvenir time-card will be issued by the committee about July 1st.

THE WHEEL has been appointed the Official Organ of the tour, and all future announcements will appear in these columns. All intending participants will find such additions and corrections as may be made necessary in subsequent issues of this paper.

ANNUAL TOUR INDIANA DIVISION.

At the close of the Fourth Annual Tour of the Indiana Division, L. A. W., which takes place from July 8th to July 13th, 1887, a bicycle meet will be held at Terre Haute; the principal feature of which will be a hill climbing contest and bicycle races, closing with a concert at Hulman's Park, by the Ringgold band, an address by the Mayor of the city and distribution of prizes.

The Terre Haute Bicycle Club extends a most cordial and earnest invitation to all wheelmen to attend, assuring them of a welcome reception and pleasant time.

The course, over which the tour extends, contains as fine a road and beautiful scenery as can be found in the State of Indiana. Starting at Logansport, the principal places passed through are Frankfort, Waveland, Rockville, Clinton, Lafayette, Crawfordsville and Shades of Death, half day stops being made at the three latter places. The Shades of Death is a very picturesque and romantic place, situated one and one-half miles west of Waveland. Too much praise cannot be bestowed upon its beautiful scenery, and the stop made here will prove one of the most delightful events of the trip.

The average distance traveled per day will be about thirty-eight miles, making it possible for any rider of ordinary ability to enjoy the trip without too much exertion. A wagon for baggage will accompany the tourists and each member of the party that pays his dues will be entitled to ten pounds of baggage. Each League member will be requested to pay the Treasurer \$1.00 and non-League member \$2.00 toward defraying the expenses of the tour.

The hill climbing contest will take place July 12th, at Coal Creek hill, nine miles northwest of Terre Haute, the length of which is 1,200 feet; average rise, one foot in ten feet. Two medals, valued at \$40.00, will be given as first and second prizes to the successful contestants at the close of the contest.

The Ringgold band will escort the tourists to their headquarters in the city, where badges will be distributed among the visiting wheelmen and quarters assigned. At 10:30 A. M. on the morning of July 13th, the wheelmen will parade through the city, headed by the Ringgold band. All wheelmen will meet at headquarters at 1:30 P. M. and from there wheel to the Fair Grounds, Terre Haute, where the races will take place.

PROGRAMME—July 12: three P. M., hill climbing contest on Coal Creek Hill, nine miles northwest of Terre Haute; five P. M., grand entry into the city with Ringgold band.

July 13: 10:30 A. M., parade; 1:30 P. M., wheel to Fair Ground; 2:30 P. M., races; 7:30 P. M., distribution of prizes.

RACES.—One-mile club championship, one-mile novice, two-mile State championship, one-half

mile ride and run, three-mile Inter-State championship, one-mile 3:30 class, one-half mile State championship, one-mile road wheels, forty pounds and over, one-mile amateur (open), one-mile Star, one-half mile 1:40 class, three-mile club team (Ind. championship.)

Entrance fee, \$1.00. Close with Anton Hulman, Secretary.

PITTSBURGH NOTES.

In the face of ugly, disagreeable weather and previous rains a party of seven left the city Saturday, May 28, to carry out the programme of the tour of the Keystone Bicycle Club to Buffalo, N. Y. The Erie Railroad afforded a good means of departure, our first landing place being Girard, Pa., one hundred and forty-eight miles. Four of our seven started on morning train, beginning tour at Conneantville Pa., thus we three began our ride at Girard. Mounting wheels at seven P. M., we ride rapidly out of town, but find road not extra fine, so consume the best part of three hours in making Erie, eighteen miles. At the "Reed House" we found our friends surrounded by a number of Erie wheelmen who made it pleasant for us until midnight. Sunday dawned bright, clear, and with a refreshing temperature. Our party, Messrs. Richardson, Tate, Wilson, McCargo, Swartzwelder, Nevin and McGowin, the writer amongst the number, were ready to start at nine A. M., and led by Capt. Fairbairne, of the Erie Bicycle Club, accompanied by four others of the same club, we wheeled quickly out of the city, our first stopping place being North East, Pa., a beautiful little town, sixteen miles from starting point. Half an hour's rest put us in good shape and again we ride, two miles further on the Erie delegation bid us adieu and turn back. For a pleasant and kindly body of wheelmen, anxious to entertain and aid riders we commend the Erie gentlemen as filling the bill. At the State line, "The Gulf," we found two big hills, the first we rode down, the second walked up. Westfield was reached shortly after one o'clock, seventeen miles from North East. A very good dinner was here enjoyed, and then a ride of one mile found us by the roadside under a grove of trees, the Lake in full view, and a fine breeze to make it pleasant. An hour was thus spent, then a wheel. Brocton, famous for its wine cellars, was soon passed. Near this place we met Messrs. Bidwell and Mang, of the "Buffalo Bicycle Club," on a Humber Tandem, they reporting roads fine. Fredonia, N. Y., was decided on as our resting place for the night, fifteen and three-quarters miles from Westfield, making first day's run nearly forty-nine miles. Six o'clock, Monday, found us ready to start, and before us was twelve miles of road to Silver Creek, the equal of which is not to be found in many places. All seemed to desire a fast ride and a rapid pace was set by McCargo, followed by McGowin and the rest, McGowin covering the distance in fifty-seven minutes, McCargo six minutes later, the others within five minutes later. Silver Creek to Bayview, twenty-five miles, was covered by eleven A. M., our tour a-wheel ending there, roads being reported bad we took train at 12:30 and were at "The Genesee," Buffalo, one P. M.

Our second day's ride was thirty-seven miles, a total for the trip of nearly one hundred and four, over what must be nearly the best road in the United States, scenery being good and view of lake fine nearly all the way, and many pretty towns are passed through. Train, eight P. M., from Buffalo and home 7:30 A. M. next day ended a most delightful tour, long to be remembered. Of wheels ridden, four were "New Rapids," two "Stars," and one "Expert." "KEYSTONE."

The Annual Spring games of the Olympic Athletic Club will be held at the Manhattan Grounds, Eighty-sixth street and Eighth avenue, at four P. M. Among the events is a two-mile team bicycle event, for a silver cup, each team to have four men. Entrance fee \$2 per team. Address, T. J. Powers, P. O. Box 2872. Entries close June 11th.

Postscript, June 8th.—The racers who are clamoring for a meet at Roseville will be glad to learn that I have just received the following from Secretary Willever of the N. J. C. and A. A.: "The tournament on July 4th, under the auspices of the State Division, is an assured fact. There is considerable talk of a June tournament to be given by a syndicate of New York, Brooklyn, and Jersey clubs, with Frank White as one of the leading spirits; but it is possible owing to the lateness of the day, that it will not materialize."



The Ilderan Bicycle Club House.

71 Sterling Place, Brooklyn, N. Y.

THE ILDERAN BICYCLE CLUB'S NEW HOME.

Cycling has made great strides of late in the city of Churches, judging from the great number of wheelmen and the prosperity of our four main organizations, the Kings County Wheelmen, the Long Island Wheelmen, the Brooklyn and the Ilderan Bicycle Clubs. The Kings County Wheelmen are erecting a large club-house, the Long Island Wheelmen's house will be completed in a very short time, the Brooklyn's are about to enlarge their already spacious quarters on St. Felix St., and the Ilderan Bicycle Club—well, this lively and enterprising organization was not to be outdone by any of its sisterclubs. At a special meeting in the old club-rooms on Flatbush Avenue, and Sterling Place, it was unanimously decided to rent a three story frame-house, on Lincoln Place near Sixth Avenue, and to fix the house up to make it suitable for a bicycle club.

The seven gentlemen who originally constituted the Ilderan Bicycle Club at its organization on the 27th day of September, 1884, would not even have dreamt that in less than three years the membership role would contain nearly ten times their number, and would have had to have a severe attack of nightmare to imagine that the club would in '87 have a three-story club house for itself. The original members were J. B. Cruishank, A. D. Seaver, E. A. Wagenfeuhr, W. J. Savoye, T. D. Dodge and our present President, Howard Greenman. In the Spring of the year '85 the membership increased to fifteen, and a room was taken possession of on Flatbush Avenue and Sterling Place. This induced many others to join and the club commenced to thrive. A uniform of bottle-green cloth was adopted, which has been kept until to-day. During the Fall of the year 1886 many more members were admitted, among whom were the disbanded Independence Wheelmen, a young but promising organization. At that time Mr. W. F. Miller joined the club, to whose efficient treasurership the club owes its present financial prosperity, Mr. Greenman, whose conception the club was, and to whom we also owe a great deal, Mr. Calkins, our "sec" and Mr. Miller, brought the affairs of the club into such a prosperous state, that the club was able to leave its old quarters, which had become dear to them, and take possession of the new house on that memorable day, April 29th, 1887.

Messrs. Miller, Bradley, Savoye, Calkins and

Greenman, the first and last being the leading spirits, made the old house rub its eyes with amazement as new wall-papers were applied, the carpenter's tools mercilessly used, and the rooms luxuriously furnished. The house was formally opened on May 14th. An impromptu entertainment was given, refreshments were served, and a band dispensed music by the yard. The club rooms were thronged with wheelmen of other clubs, and all joined in wishing the club success and admiring its enterprise and "go."

The house is twenty-three by thirty-six and has a sixty foot yard. Ascending three or four steps from the sidewalk and entering the front door, we see the wheel-room on the left of the broad hall. The back-room is partly used as wheel-room and partly as kitchen. A repair table with necessary tools and with a large amount of lubricating and lamp oil is placed in this room facing the hall, to which this room opens by a door. Ascend a flight of stairs we come to the "edition de luxe" of the club rooms, namely the parlors. They are luxuriously furnished. Portraits of 'cycling events are hung on the wall, the mantle is ornamented with a handsome bronze clock, above which is suspended a small but expensive cabinet; a mahogany table with the club album stands in the midst of the room, over which hangs the chandelier ornamented by the club colors. On the right, near the window, is a piano. The windows and doors are all draped. The back parlor is similarly furnished. At the head of the first flight of stairs, which we have just ascended, on the right, is the bath-rooms, furnished with all the necessary articles, which only the wheelmen, returning from a hot and dusty ride, can duly appreciate.

Ascending another flight of stairs we come to the card, locker, and meeting rooms. The rear apartment (the main and hall rooms) is furnished with lockers and a table, on which the members can have a quiet game of cards. The front room, which is of larger size than the rear apartment, is the meeting room. There are several tables, and on the mantle are all the cycling papers. [These, however, and especially THE WHEEL, are locked away by the janitor when there are meetings.] The yard has a handsome grass plot and vine growing on the fences. This will be an appropriate place for the "boys" to disport themselves during hot afternoons, or to take a comfortable smoke and have a good chat. It will also be a suitable place for noisy members, after they have

been expelled from meetings. On the second floor, next to the front parlor is a hall-room in which a table is set for the convenience of members—light refreshments and temperance drinks, such as beer, are served to members—if they pay for them.

The club, now numbering more than seventy, is well founded on the rock of prosperity. The Ilderans can well boast of two things essential to the welfare of any organization whatever: firstly, harmony; second, the good will and kindly feeling of other clubs, and especially of the Brooklyn Bicycle Club.

The Ilderan Bicycle Club, as a ship sailing through dangerous waters, has reached clear water and is sailing on to its destination,—it is being regarded as one of the prominent clubs of the United States.

At the last annual meeting the following officers were elected: President, Howard Greenman; Vice-President, E. A. Wagenfeuhr; Secretary, R. L. Calkins; Treasurer, W. F. Miller; Captain, W. J. Savoye; First Lieutenant, H. H. Farr; Second Lieutenant, E. A. Hall; Right Guide, E. Hornbostel Jr.; Left Guide, F. C. Farnsworth; Bugler, Percy Seixas; Color Bearer, F. Hawkins; Official Reporter, J. W. Schoefer. E. and H. H.

FIXTURES.

- June 13—Hagerstown Bicycle Club Meet. E. J. McKee, Lock Box 215.
- June 17-19—Vermont Division Meet, Montpelier, Vt.
- June 20-21—Maryland Division Meet, Baltimore Race Meet. R. M. Lockwood, 406 Second street.
- June 25—Kings County Wheelmen's Race Meet. W. I. Amerman, 159 Clymer street.
- June 27-July 2—Annual Fair, Minnesota Division. C. H. Porter, Winona.
- July 1-2—Canadian Wheelmen's Association Meet. Brantford, Ont.
- July 2, 3, 4—Annual Tour, Illinois Division.
- July 4—New Hampshire Division Meet, at Manchester, N. H.
- July 4—Race Meet, Queens, L. I.
- July 4—Lynn B. C. Race Meet.
- July 4—Pennsylvania Division, Annual Meeting.
- July 4—Brookline, Mass., Meet. E. W. Baker.
- July 8-13—Indiana Division Meet.
- July 9-22—Ilderan B. C. Canadian Tour. H. C. Mettler, 71 Lincoln Place, Brooklyn.
- July 12-13—Terre Haute, Ind., Race Meet. Anton Hulman, Secretary.
- July 17—Two Weeks' Canadian Tour. Start from Boston. F. A. Elwell, Portland, Me.
- July 26-28—Ohio Division Meet. Mansfield, Marion, and Springfield.

SCRANTON BICYCLE CLUB MINSTRELS

The members of the Scranton Club had a most successful minstrel show on Thursday, June 2nd. For many weeks the committee have been preparing, and enough interest was awakened in the show to make it a success.

The programme included a stump speech, by John E. Allen, a set of waltzes composed by Geo. N. Rockwell, and a sketch entitled Hop, Skip and Jump, by Charles A. Hartley. A full orchestra rendered a fine programme. The minstrels were as follows:

THE END MEN.

Bones.
Billy Birch,
J. R. Schlager,
Frank B. Ward,
H. P. Simpson,
J. A. MacDougall,
James Flynn,

Tambos.
John E. Allen,
Chas. S. Ward,
Duncan Wright, Jr.
Billy Mack,
Wm. Watkins,
C. A. Hartley.

INTERLOCUTOR.
Col. M. T. Skiff.

THE BUSY WORLD.

Mr. T. A. Smiley has given five hundred lessons this year. Among those he has taught are W. H. Gillette, author of *Held by the Enemy*; Walter J. Lee, *Mail and Express*; Victor Smith, *Tribune*; C. C. Bangs, manager of Chas. Scribner's Sons; C. T. Frost, *Commercial Advertiser*; E. K. Wright, Park National Bank, and many others. Mr. Smiley taught seven hundred men last year to master the wheel, and many of them have sent him letters complimenting him on the completeness of his instruction.

A new wheel exchange.—It is with pleasure that we announce that our friend "Jonah" has embarked in the bicycle business with a club-mate, under the style and title of the Manhattan Wheel Exchange. The members of the firm are John C. Wetmore and W. W. Chester. Their letter, on another page, tells the story completely, and we can only add our wishes for a distinct success. They have secured a seventy loft at 49 Cortlandt street, where they will make a speciality of selling second wheels as well as new wheels.

Mr. A. B. Barkman, Captain of the Brooklyn Bicycle Club, astonishes the natives with his Bark hat. It is cool and light however and other wheelmen will doubtless learn their advantages in time.

Messrs. Peck & Synder are selling a large number of New Mails.

Wenck's Opera Bouquet is so well known all over this country that it would be to paint the lily to praise it. We recommend it to our readers.

Messrs. Adams & Sons, have invented an automatic vender of their chewing gum, in the form of a neat glass case, from which a piece of Tutti Frutti may be extracted, upon propping a nickel into the slit. The company agrees to keep the vender filled, will collect the proceeds and will donate a certain percentage of the profits to the party owning the store or other place where the machine is placed. As wheelmen are all using Tutti Frutti, clubs may be making considerable profit by having one of the venders placed in their club rooms.

Mr. Jens F. Pedersen, loaned five stop-watches ranging in value from one hundred and fifty dollars to four hundred dollars each, to the officials who timed the Inter-Club race.

The growing interest in athletic sports among our people is worthy of all encouragement. But there is one feature incident to contests of skill and strength which is far from satisfactory. A recent occurrence will serve to illustrate our meaning. At the meeting of the New England College Athletic Association at Charter Oak Park, Hartford, last Friday, a prominent young contestant was carried from the field a raving lunatic for the time. He had come in second in the half-mile run, and dropped senseless at the goal. Delirium ensued and he is now seriously ill. His accident was the result of excessive training. The death of Ion Falconer of England from bicycle riding is a still more striking illustration of the same tendency. The desire to excel in certain lines of athletic rivalry causes men of delicate physique to weaken their constitutions by a two rigid habit of life. The fatal excesses of dissipation receive constant attention from orators and writers. The dangerous extremes to which ambitious athletic amateurs often go is a subject seldom discussed, but is worthy of earnest deprecation. Exercise may be abused as absurdly as alcohol or tobacco.—*N. Y. World.*

On Saturday last the Flushing Athletic Club inaugurated its new grounds with a series of games. Among the events was a two-mile bicycle race, which S. E. Gage, Mercury Wheel Club, won in 2m. 52 1/2s. The track is five laps to the mile.

One of most admirable cycling maps we have ever seen is that of the Orange Riding District, drawn by Mr. R. D. Mead. The map is perfect and must be seen to be appreciated.

The Long Island Wheelmen elected sixteen members at their meeting held last Monday night. The average age of the sixteen was thirty-two years; and yet some people will say that wheelmen are boys.

The Crawfordsville, Ind., hundred-mile road-race will be run on Monday,

Lawn Tennis.

CHAMPIONSHIP MIDDLE STATES

AT ST. GEORGE'S, HOBOKEN.

The tournament opened on Thursday, June 2nd. It was very rainy all the morning, but at noon the weather cleared up, the sun came out, and the courts dried rapidly.

Owing to the bad weather prospects there was but a fair attendance. There was a party of ladies from Staten Island, among whom were Miss Robinson and Miss Kitty Smith, both accomplished tennis players, and the Misses Hobarts, from the Washington Heights Lawn Tennis Club, with a number of gentlemen friends. Among the gentlemen who lined the courts were Mr. Beverly Robinson, Mr. Horace Waldo, Jr., Mr. J. Henry Smith, Mr. Robert C. Cornell, Mr. Walter Trimble, Mr. Samuel Campbell, of Orange; Mr. W. T. Lawson, Mr. Bacon, of the Meadow Club, of Southampton, L. I.; Mr. Frank Blackwell, Mr. David B. Gilbert, Mr. Berkley Mostyn, Mr. Hitch, of Orange, and Mr. Stevens of Hoboken.

The play on the six courts began promptly at three o'clock, and progressed according to the draw on Wednesday night. Out of the sixteen entries Mr. Glyn was the only absentee. The handsome silver prize cup was on exhibition in the club house. It was subscribed for by the members of the St. George's Cricket Club and is valued at \$250. The official summary of scores follow:—

FIRST ROUND

Mr. R. L. Beekman, of the Westchester Lawn Tennis Club, beat Mr. H. M. Peters, of the Newark Lawn Tennis Club, 6-2, 6-0, 6-0.

Mr. Samuel A. Campbell, of the Orange Lawn Tennis Club, beat Mr. W. E. Glyn, of the St. George's Cricket Club, by default.

Mr. V. G. Hall of the St. George's Cricket Club, beat Mr. J. W. Raymond, of the Twenty-third Regiment Lawn Tennis Club, 6-5, 6-4, 6-5.

Mr. H. W. Slocum, Jr., of the St. George's Cricket Club, beat Mr. Fred Mansfield, of the Longwood Cricket Club, of Boston, 6-3, 6-0, 6-4.

Mr. Joseph S. Clark, of the Young America Cricket Club, of Philadelphia, beat Mr. Richard Stevens, of the St. George's Cricket Club, 6-4, 6-3, 6-4.

Mr. E. P. MacMullen, of the New York Lawn Tennis Club, beat Mr. M. G. Post, of the St. George's Cricket Club, 6-5, 2-6, 6-5, 6-0.

Mr. J. A. Smith, of the Crescent Athletic Club of Brooklyn, beat Mr. Morton S. Paton, of the Far and Near Lawn Tennis Club, of Hastings, on Hudson, 6-3, 1-6, 6-5, 5-6, 6-4.

Mr. Howard A. Taylor, of the St. George's Cricket Club, beat Mr. Oliver Campbell, of the St. George's Cricket Club, 6-3, 6-4, 6-2.

SECOND ROUND.

Mr. R. L. Beekman beat Mr. Samuel A. Campbell, 6-0, 6-3, 6-1.

Mr. H. W. Slocum, Jr., beat Mr. V. G. Hall, 6-4, 6-4, 6-4.

Mr. E. P. MacMullen beat Mr. J. S. Clark, 6-3, 6-4. Unfinished.

Mr. H. A. Taylor beat Mr. J. A. Smith, 6-3. Unfinished.

SECOND DAY, FRIDAY, JUNE 3D.

There was a very large attendance at the second day's play. Among those present were Mr. and Mrs. F. M. Taylor, Miss A. W. Caldwell, Mr. and Mrs. C. F. Watson, of Orange; Miss Bartlett, Miss Kitty Smith, Miss Howard, Mr. Morton S. Paton, Mr. and Mrs. Howard Badgeley, Mr. R. B. Holmes, Mr. H. Edey, Mr. F. Edey, Mr. R. Newton, Mr. Alfred Mastre, Mr. Jacquelin, Mr. W. Gwynne and Mr. T. Manson.

The feature of the afternoon's play was the brilliantly contested match between Mr. Taylor and Mr. Clark. It abounded with many long protracted rallies, and when Mr. Taylor finally won he received quite an ovation. The match between Mr. Beekman and Mr. Slocum after the two first sets was, comparatively speaking, a tame affair, Mr. Beekman winning with ease. To the surprise of every one the match between Mr. Clark and Mr. MacMullen was won by the former, although two sets were against him over night and Mr. MacMullen had only one point in the fourth set to make him land him the victor.

The summary of the completed second round and third round follows:

SECOND ROUND COMPLETED.

Mr. R. L. Beekman, of the St. George's Cricket Club, beat Mr. Samuel A. Campbell, of the Orange Lawn Tennis Club, 6-0, 6-3, 6-1.

Mr. H. W. Slocum, Jr., of the St. George's Cricket Club, beat Mr. B. G. Hall, of the St. George's Cricket Club, 6-4, 6-4, 6-4.

Mr. J. S. Clark, of the Young America Cricket Club, of Philadelphia, beat Mr. E. P. MacMullen, of the New York Lawn Tennis Club, 3-6, 4-6, 6-1, 6-5, 6-1.

Mr. Howard A. Taylor, of the Westchester Lawn Tennis Club, beat Mr. J. A. Smith, of the Crescent Athletic Club, of Brooklyn, 6-3, 6-5, 6-1.

THIRD ROUND.

Mr. Beekman beat Mr. Slocum, 6-4, 3-6, 6-1, 6-2.

Mr. Taylor beat Mr. Clark, 6-3, 5-6, 6-3, 6-3.

This leaves Mr. Beekman and Mr. Taylor to fight it out in the finals. They will play this afternoon at four o'clock.

The contests played on Thursday and Friday had reduced the tournament down to the last match, the two remaining players being Mr. Howard A. Taylor, and Mr. R. Livingston Beekman. Both these gentlemen belong to a score of different clubs and are considered to be, with the exception of the phenomenal Mr. R. D. Sears, of Boston, the finest players in the tennis world.

Mr. Beekman won three straight sets off the reel and secured the privilege of having his name inscribed on the new \$250 challenge cup. The character of the play was brilliant in the extreme, the second set being closely fought out point by point.

After the two cracks had time to cool off an exhibition game was played between Mr. Beekman and Mr. Clark against Mr. Taylor and Mr. Slocum, Jr., which was won by the former after four sets had been contested. The official score follows:—

Finals.—Mr. R. L. Beekman, of the St. George's Cricket Club, beat Mr. Howard A. Taylor, of the Westchester Lawn Tennis Club, 6-3, 8-6, 6-4.

Exhibition Game.—Mr. R. L. Beekman and Mr. Joseph S. Clark beat Mr. H. A. Taylor and Mr. H. W. Slocum, Jr. 6-2, 6-3, 3-6, 8-6.

TENNIS AT HARVARD

The lawn tennis tournament for the single and double championship of Harvard University was brought to a conclusion yesterday, when the final sets were played. Mr. Lee defeated Mr. Tailer by a score of 5-7, 7-5, 6-0, 6-4 in the singles. Mr. Lee is to play an exhibition game with Mr. P. S. Sears, the single champion.

The Messrs. Sears Brothers won the Spring tournament, and in an exhibition match yesterday were beaten by Messrs. Show and Tailer, the double champions, 8-6, 6-2, 6-4.

The students interested in lawn tennis have subscribed \$150 for the purchase of a college cup, which is to be played for annually for the next twenty-five years. At the end of that time the cup reverts to the collection of college trophies in the gymnasium. In the meanwhile each winner of the annual tournament will have his name engraved on the cup and be given a gold medal in addition to keep.

MIDDLESEX COUNTY LEAGUE TOURNAMENT.

WINCHESTER, MASS., May 30.

The first tournament of the Middlesex County Tennis League was held May 30, on the beautiful grounds of the Wedgemere club. The clubs represented were the Wedgemere, Somerville, Woburn, Melrose, Reading, Lowell and Tufts College. There were twenty entries for the singles and eleven for the doubles. A large crowd of ladies

and gentlemen witnessed the interesting contests. The singles were not finished. E. H. Woods, of Somerville, and Carter, of Wedgemere, will play for the first prize next week, and the doubles were narrowed down to Hemenway and Woods and Lincoln and Raymond of the Somerville club. It will be played off for the first prize at one P. M. Wednesday. Woods and Carter beat all comers in singles, and when the doubles closed on account of darkness Hemenway and Woods had won two sets, and Raymond and Lincoln one set, with the fourth set five all. Two silver cups are offered in both singles and doubles, first and second prizes. The Somerville club showed the finest field of players. The following was the result.

SINGLES.

Preliminary round—Hemenway beat Brown, 6-0, 5-6, 6-1. E. F. Woods beat E. D. Brown, 3-6, 6-3, 6-2. Prentiss beat E. Shattuck, 5-6, 6-4, 6-3. Carter beat R. C. Brown, 6-2, 6-1.

First round—Tyler beat C. H. Shattuck, 6-0, 5-6, 6-3. Hemenway beat Lewis, 6-5, 6-3. E. F. Woods beat Ellard, 6-0, 6-0. Farrington beat Cort, 6-1, 6-0. Carter beat Hunt, 6-0, 6-2. Prentiss beat Blodgett, 6-3, 3-6, 6-2. F. E. Wood beat Taylor, 6-0, 6-0. A. E. Smith beat Bixby, 6-3, 6-3.

Second round—A. E. Smith beat Taylor 6-2, 2-6, 6-3. Hemenway beat F. E. Wood 3-6, 6-3, 6-2. Carter beat Prentiss 6-3, 1-6, 6-3. E. F. Woods beat Farrington 6-4, 6-2.

Third round—Carter beat A. E. Smith 6-1, 6-4. E. F. Woods beat Hemenway 6-4, 6-2.

DOUBLES.

Preliminary round—Bowden and Bowden beat Elder and Carter 5-6, 6-4, 6-3. Brown and Prentiss beat Bixby and Irish 5-6, 6-5, 6-2. Hemenway and Woods beat Richards and Brown 6-0, 6-2.

First round—Hemenway and Woods beat Conmock and Farrington 6-5, 5-6, 6-4. Brown and Prentiss beat Bowden and Bowden 6-4, 6-4. Lewis and Davis beat Dowsey and Farnham 6-1, 4-6, 6-0. Raymond and Lincoln beat Shattuck and Tyler 6-2, 6-4.

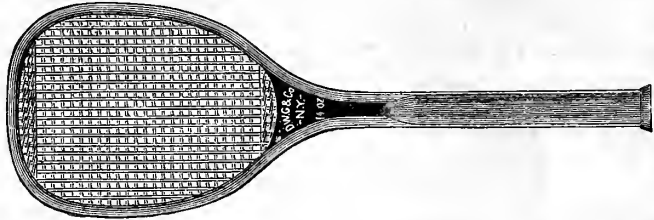
NEW ENGLAND CHAMPIONSHIP.

The New Haven Lawn Tennis Club, which is one of the largest and most popular organizations of the kind in the United States, will hold a tournament, open to all comers, at its grounds on Witney avenue. Monday, June 13th, and following days. The events will be gentlemen's singles and doubles. Prizes will be awarded to the winners of first and second places in the singles, and to winners of the first place in the doubles. In addition to the first prize in the singles the club will offer the "Championship of New England Prize," which must be won three times, not necessarily consecutively, to become the property of the winner. The matches will be best two out of three sets in the trial matches, with advantage games only in the odd or deciding set. In the finals, best three out of five sets will be played, with advantage games throughout. All players defeated by the winner of the first prize in the singles shall have the right to compete for the second prize. The rules of the United States National Lawn Tennis Association shall govern all play; other questions shall be decided by the committee of the club in charge of the tournament, whose decision shall be final. The play will begin at three P. M., on Monday, June 13, and at ten A. M., and three P. M. on the following days. The entries close June 11, with Mr. Arthur S. Osborne, secretary, New Haven, Connecticut. The Committee of Arrangements, consists of Messrs. F. G. Beach, W. L. Bennett, J. W. Bristol, A. S. Osborne, A. L. Ripley and J. T. Whittelsey.

Wright & Ditson's sixth annual lawn tennis tournament will be held at the Wentworth Newcastle, N. H., on Tuesday, August 2, and following days. The trial matches will be for the best two sets out of three. Finals, best three out of five, all advantage sets. All players defeated by the winner of the first prize in the singles and doubles shall have the right to compete for the second prize. The tournament will be governed by the U. S. N. L. T. Association rules. Wright & Ditson balls, as adopted by the National Association, will be used. First and second prizes will be given in both singles and doubles. Consolation prizes will be given in both singles and doubles. An entrance fee of \$1 for singles and \$2 for doubles will be charged. Entries will close on Saturday, July 30. Address all communications to Wright & Ditson, 580 Washington street, Boston.

The best RACKET made is the "ASSOCIATION."

It is the most perfect in shape; it has the best stringing and is the finest in finish. Every one warranted. Price \$5.50.



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YOU KNOW!!!

THAT THE

KINGS COUNTY WHEELMEN

WILL HOLD THEIR

Sixth Annual Race Meeting

JUNE 25th, 1887,

AT THE GROUNDS OF THE B. A. A.

LIST OF EVENTS.

L. A. W. RULES TO GOVERN.

- | | |
|---|---|
| 1. One (1) Mile Club Novice. | 8. One and Four-fifths (1 4-5) Miles Relay Race, Teams of three men; each man to ride three laps. |
| 2. One (1) Mile Ilderan Bicycle Club Championship. | 9. Half (1/2) Mile Boys' Race. Open to boys of fifteen years or under. |
| 3. One (1) Mile Calumet Cycling Club Championship. | 10. One (1) Mile Ride and Run. |
| 4. One (1) Mile Novice. | 11. One (1) Mile Consolation. |
| 5. One (1) Mile Handicap, open. | |
| 6. Two (2) Miles Handicap, open. | |
| 7. Five (5) Miles L. A. W., N. Y. State Championship. | |

IMPORTANT.—Entrance fee for Relay Race, \$3.00 per team (each team to consist of three men and two substitutes); for all other events 50 cents each. No entry received unaccompanied by fee. Entries close June 18, 1887, with

H. J. HALL, JR.,

159 CLYMER STREET, BROOKLYN, NEW YORK.

Valuable Prizes will be given the winners in each event, and will include Medals, Chronographs, Smokers' Sets, Tables, Lanterns, Parlor Lamps, Jewelry, etc., etc., etc.



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PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY FINE CIGARETTES SHOULD USE ONLY OUR STRAIGHT CUT, PUT UP IN SATIN PACKETS AND BOXES OF 10s. 20s. 50s. AND 100s.

14 First Prize Medals.

WM. S. KIMBALL & CO.

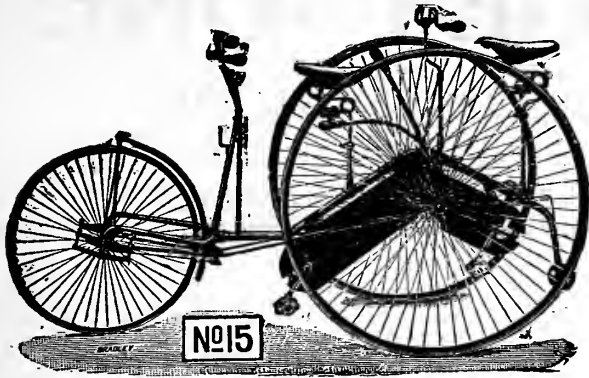
A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price. Address R. D. MEAD, Box 77, Newark, N. J.

MANAGER WANTED.

A YOUNG MAN WHO UNDERSTANDS CYCLES, AS MANAGER OF BRANCH STORE, STATE SALARY WANTED. WYNDHAM, WHEEL OFFICE.

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The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.

(Continuation of "Tennis in New Jersey.")

Mr. R. Marsellus and Mr. H. Westervelt defeated Mr. A. E. Thompson and Mr. W. H. Hill, 6-4, 6-4.

Mr. H. M. Swan and Mr. F. A. Marsellus defeated Mr. J. L. Caverly and Mr. G. T. Hollister, 5-6, 6-4, 6-2.

Second round—Mr. H. Westervelt and Mr. R. Marsellus defeated Mr. B. A. Aycrigg and Mr. M. De M. Marsellus, 2-6, 6-2, 6-4.

Mr. F. A. Marsellus and Mr. H. M. Swan defeated Mr. C. Blizard and Mr. A. E. Sengstack, 6-2, 6-3.

Third round—Mr. H. M. Swan and Mr. F. A. Marsellus defeated Mr. R. Marsellus and Mr. H. Westervelt, 6-1, 6-3.

Finals—Mr. F. A. Marsellus and Mr. H. M. Swan defeated Mr. J. G. Sherwood and Mr. D. R. Crouse, 11-9, 5-7, 7-5, 6-4, and won the club's championship in doubles.

GENTLEMEN'S SINGLES.—Preliminary round—Mr. R. Marsellus defeated Mr. C. Blizard by default.

Mr. J. L. Caverly defeated Mr. H. Guthrie, 6-1, 6-0.

Mr. J. G. Sherwood defeated Mr. M. De M. Marsellus, 6-4, 6-4.

Mr. H. Westervelt defeated Mr. A. E. Sengstack, 6-1, 6-2.

Mr. W. H. Hill defeated Mr. C. C. Randall, 6-3, 6-5.

First round—Mr. M. P. Slade defeated Mr. J. G. Sherwood, 6-3, 6-5.

Mr. P. H. Terhune defeated Mr. A. E. Thompson, 6-3, 6-4.

Mr. J. L. Caverly defeated Mr. R. Marsellus, 3-6, last two sets by default.

Mr. H. Westervelt defeated Mr. W. H. Hill, 5-6, 6-1, 6-2.

Second round—Mr. P. Slade defeated Mr. J. L. Caverly, 6-3, 6-1.

Mr. P. H. Terhune defeated Mr. H. Westervelt, 6-3, 6-3.

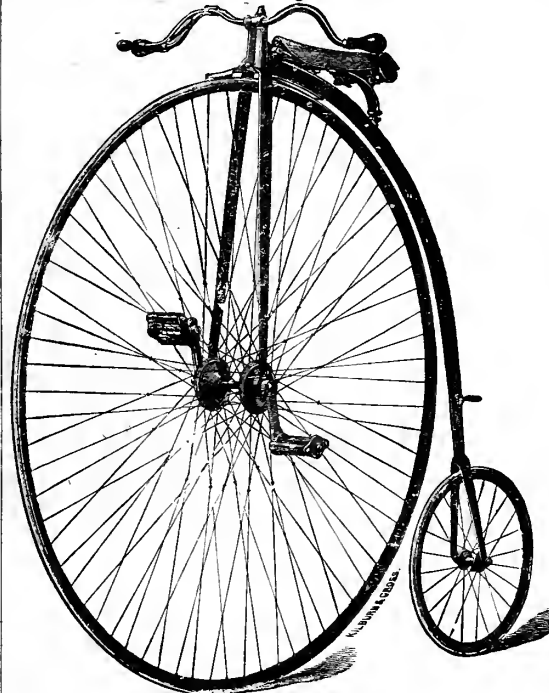
Third round—Mr. P. H. Terhune defeated Mr. M. P. Slade, 6-5, 6-5.

LADIES' SINGLES.—Preliminary round—Miss Westervelt defeated Miss Swan, 3-6, 6-4, 6-4.

First round—Miss Sengstack defeated Miss Westervelt, 6-3, 3-6, 6-1.

Final round—Miss King against Miss Sengstack, 6-2, 7-9, unfinished.

Genuine Royal Mail Bicycles and Tricycles.



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DON'T PUT YOUR MONEY INTO ANY WHEEL WHEN THE SAME AMOUNT WILL BUY A GENUINE

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NO MORE GRIP-TIRES.

BOWN'S GENUINE BALL BEARINGS THROUGHOUT. DETACHABLE CRANKS AND HANDLE BAR. OVAL BACKBONE, LACED SPOKES, ETC.

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HENRY C. SQUIRES, 178 BROADWAY, N. Y.,
SOLE UNITED STATES AGENT.

CHANGE OF MANAGEMENT.

The undersigned begs leave to inform the public that he has assumed the management of "Avon Hall," Bedford Ave. and Halsey St., Brooklyn, where everything will hereafter be conducted on first-class principles.

BILLIARDS. POOL. BOWLING.

First-class Wines, Cigars, and everything pertaining to a first-class public house.

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NEW YORK.

The Celebrated Quaker City Racquet, price \$5.50. Sporting Goods of all kinds at Lowest Prices.

YOU CAN'T GET ONE UNLESS YOU CALL SOON!

As they are nearly all gone. Our special sale has almost cleaned out our stock. Wheelmen appreciate a good thing when they see it. We refer to the **SPALDING BICYCLE**, the special sale of which we advertised March 1st, making a great reduction in the price. We have only a few left, a full list and prices of which we give below.

1-50	inch	Enamel,	with	Nickel	Trimmings	-	-	-	-	} All Sizes \$100.00.
2-52	"	"	"	"	"	-	-	-	-	
3-54	"	"	"	"	"	-	-	-	-	
1-56	"	"	"	"	"	-	-	-	-	
2-58	"	"	"	"	"	-	-	-	-	
1-60	"	"	"	"	"	-	-	-	-	
1-52	inch	Full	Nickel	Plated		-	-	-	-	} All Sizes \$115.00.
1-54	"	"	"	"		-	-	-	-	
1-56	"	"	"	"		-	-	-	-	
1-58	"	"	"	"		-	-	-	-	



The SPALDING is a full ball bearing Wheel, Warwick hollow rims, hollow handle bars, and is one of the Finest Road Wheels made. You can't save 33¹/₃ per cent. any easier than by purchasing a SPALDING.

CORRESPONDENCE
SOLICITED.

A. G. SPALDING & BROS.,
241 Broadway, New York City.

A CHANCE TO SELL AND BUY SECOND-HAND WHEELS.

Manhattan Wheel Exchange,
No. 49 Cortlandt Street, New York City.

BROTHERS OF THE WHEEL:

Feeling that the extent and rapid growth of cycling in this country have created the need of some place where wheelmen desiring a change of mount can sell easily and quickly their machines, we have established a Wheel Exchange, where they can be disposed of at the cost of a small commission. Second-hand cycles are in constant demand. Such a place will attract this class of buyers, and quick sales will be the result. Sellers will have the advantage of liberal advertising, and buyers a wide scope for selection. Sellers will not be obliged to submit to the sacrifice in price demanded by second-hand dealers, and buyers will have a chance at the best bargains.

Confident that our Exchange will supply a want long felt, and soliciting the patronage of our friends in the fraternity, both sellers and buyers, we remain,

Yours fraternally,

WETMORE & CHESTER,

JOHN C. WETMORE, }
W. W. CHESTER. }

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FOR SALE, EXCHANGE, WANTS.

WANTED.—A good second-hand Tandem Tricycle for lady and gentleman. State make and price, and time in use. B. E., 1037 Fulton st., Brooklyn, N. Y.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

FOR SALE.—50-inch Rudge, cow-horn, bars, spade handles, Lillibridge saddle, used two weeks, good as new. Price \$85. Box 446. Wappingers Falls, N. Y.

FOR SALE.—Columbia three-track Tricycle of 1885 for \$80. Address "Frank," Box 2826, P. O.

WANTED.—An Expert Columbia Bicycle, 52-inch, half or full nickeled, cow-horn handle-bars; with outfit complete if possible. Address, with full particulars, Alfred T. Ives, 29 Park Row, Room 18, New York.

FOR SALE.—Cunard Tandem, brand new; or will exchange for land near Chicago. Address "L.," Wheel Office.

DON'T MISS THIS.—One 50-in. Rudge Roadster, full enamel finish, ball to both wheels, cow-horn bars; good as new; only \$60. W. I. Wilhelm, Reading, Pa.

WANTED.—A good Bicycle, 50 or 52 in., in exchange for New "Winchester" Single Rifle, Semi-Hammerless Shot-Gun, with tools, &c. and cash in equity. Address W. M., P. O. Box 308, New York City.

FOR SALE.—A Convertible Quadrant Tandem. In fine condition; but little used. Can be converted to an excellent single in ten minutes. E. Bryant, Station B, Brooklyn.

FOR SALE.—New 57 in. "Columbia Light Roadster." Also 45 in. "Special Star," nearly new. Best offer takes them. Address W. F. Sherwood, Binghamton, N. Y.

WANTED.—52 or 54 in. Expert. Must be in good condition. Give full particulars. Address G. E. F., P. O. Box 2266, New York, N. Y.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

FOR SALE.—Rudge Rotary Tandem. Good order. Price \$120.00, with lamp. Also 54 in. Expert, full nickeled; price \$80.00. Also 56 in. Royal Mail; good as new; price \$95.00. J. A. Loucks, 1070 1/2 Bedford Avenue, Brooklyn, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club	80.00
50 inch Standard Columbia.....	50.00
50 inch Harvard	50.00
50 inch Expert Columbia '86	95.00
51 inch British Challenge.....	75.00
52 inch Expert Columbia.....	85.00
52 inch	85.00
52 inch American Club.....	80.00
54 inch Harvard	75.00
54 inch	75.00
54 inch Standard	60.00
54 inch Expert	90.00
54 inch Royal Mail.....	86.90
54 inch Rudge.....	100.00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia	100.00
Kangaroo Bicycle.....	65.00
.....	75.00
Humber Tandem	200.00
Rudge Coventry Tandem	110.00
Columbia Tricycle, two track	115.00
.....	100.00
Marlboro Tandem	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises. Schwalbach & Willdig, Prospect Park Plaza, Brooklyn.

FOR SALE.—Great bargain—1 Sparkbrook Humber Tandem convertible, balls all over; including pedals; enamel finish; good as new, perfect in every respect; ridden about 100 miles; cost \$260.00; if bought quick will deliver at cars crated for \$150.00; guaranteed as represented or money refunded. S. T. Clark & Co., Baltimore, Md.

E. W. WILCOX. W. L. SURPRISE.
CHIKASAW BICYCLE AGENCY,
134 and 136 Jefferson St., Memphis, Tenn.
STATE AGENTS FOR THE
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Second-hand Wheels bought, sold and exchanged

Cherry-Malt
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BRAIN AND NERVE FOOD FOR WHEELMEN.

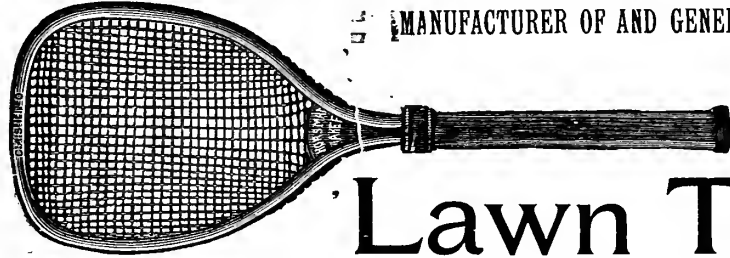
WHEELMEN,
WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?

THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.



MANUFACTURER OF AND GENERAL HEADQUARTERS FOR

Lawn Tennis

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

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DINSMORE & CO.

Printers of The Wheel.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always obtain the same,

FREE OF POSTAGE,

by addressing **GEORGE CLEMENT & CO.,** 33 East 22d Street, New York, at the following prices:

Gents' Collars, 20c. 6 for	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	2.20—4.00 "
Ladies' Collars, 15c. 6 " .....	.85—1.50 "
" Cuffs, 30c. 6 "	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
2	54	Standard Columbia,	\$95.00	\$82.50	5	3	4
3	52	"	92.50	55.00	6	3	2
9	35	Invincible Safety,	135.00	75.00	4	2	2
10	36	Kangaroo Safety,	130.00	70.00	4	2	2
19	50	Standard Columbia,	90.00	55.00	5	4	2
21	46	"	80.00	42.50	6	4	2
25	52	"	105.00	65.00	6	3	2
27	55	Rudge L't Roadster.	156.50	95.00	4	1	4
29	52	Expert Columbia,	137.50	100.00	1	1	2
37	56	Columbia Expert,	142.50	100.00	1	1	1
47	54	Expert Columbia,	127.50	90.00	4	2	4
48	54	Rudge L't Roadster,	140.00	100.00	1	1	2
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
59	52	Standard Columbia,	92.50	50.00	4	3	5
60	42	"	95.00	60.00	1	3	1
68		Columbia Tricycle,	160.00	70.00	4	1	4
71	54	Columbia Expert,	127.00	80.00	Hif.Nkl.	2	4
78	54	"	130.00	110.00	E	1	1
80	44	"Facile,"	130.00	70.00	4	1	5
81	52	Premier,	105.00	65.00	5	2	4
83	55	Royal Mail,	137.50	85.00	3	1	1
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
92	54	"	100.00	40.00	5	3	3
93		"Otto Tricycle,"	85.00	35.00			
94	34	"Bicycle,	30.00	10.00	5	4	4
95	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	"Racer,	140.00	55.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	2
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	60.00	5	3	6
107	52	Premier,	115.00	55.00	6	3	6
111	50	Columbia Standard,	90.00	50.00	5	4	3
112	50	Special Columbia,	120.00	65.00	4	2	4
113	52	Columbia Expert,	135.00	80.00	3	1	3
116	48	Standard Columbia,	87.50	50.00	3	4	4
117	51	Special Star,	160.00	105.00	4	1	2
118	48	"	115.00	85.00	3	1	4
120	54	Imperial Challenge,	150.00	80.00	1	2	4
121	52	Standard Columbia,	100.00	60.00	3	4	4
122	50	Sanspariel,	125.00	85.00	4	2	New
123	52	"	127.50	85.00	4	2	"
124	52	Sans. Light Roadster,	137.50	90.00	4	2	"
125	42	Special Star,	120.00	85.00	4	1	1
126	52	Columbia Expert,	135.00	85.00	4	1	1
127	52	"	130.00	80.00	4	2	3
130	51	Special Star,	125.00	95.00	3	1	3
131	51	"	120.00	90.00	4	1	4
132	54	Columbia Expert,	145.00	90.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	2	4
135	56	Sanspariel,	130.00	75.00	4	1	2
136	51	Special Star,	130.00	100.00	1	1	1
137	42	Standard Columbia,	95.00	45.00	1	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
140	54	Expert Columbia,	140.00	90.00	1	2	2
141	54	"	145.00	95.00	1	1	2
142		Col. 2-track Tricycle,	160.00	110.00	4	1	2
143	56	Humber L't Roadster,	140.00	55.00	5	2	2
145	44	Standard Columbia,	92.50	45.00	6	3	4
146	56	Columbia Expert,	140.00	85.00	4	1	1
147	48	"American Star,"	80.00	50.00	5	ball	4
148	50	Standard Columbia,	100.00	57.50	4	3	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
150		Genuine Hbr. Tand'm,	280.00	180.00	4	4	4
151	46	Standard Columbia,	103.00	55.00	6	3	2



The general use of Special Garments for Athletic Sports, and their high price when made to order, justifies our carrying a considerable stock of them ready made. We now have the following, to which we are frequently adding :

- 18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROYS, \$5 to \$10. KNICKERBOCKERS TO MATCH, WITH DOUBLE SEATS, \$4 to \$4.50. LONG TROUSERS OF SAME GOODS, \$3.50 to \$5.00.
- TENNIS BLAZERS IN GREAT VARIETY OF FANCY STRIPES, DOMESTIC AND IMPORTED, \$5, \$6, AND \$7.
- TENNIS "SWEATERS," BELTS, CAPS, HATS, SHOES AND HOSE.
- JERSEY SHIRTS IN ALL THE COLLEGE COLORS, AND ANY SPECIAL COLOR COMBINATION SUPPLIED.

PRICE LIST MAILED FREE ON REQUEST.

ROGERS, PEET & CO.,

Clothes, Hats and Shoes,

BROADWAY & PRINCE STREET, BROADWAY & 32d STREET,
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IMPORTANT.

When ordering give number and quote description and price; also state second choice in case the first should be sold on receipt of your order.

Any of the above machines will be sent to any address provided \$5 accompanies the order as a guarantee of good faith, the balance to be paid on arrival; with privilege of examination.

Should you not find what you want on the above list, write us stating just what you require and about the price; we have wheels coming in continually, and no doubt can fix you out.

We make a specialty of exchanging wheels, and are general agents for all makes, which we furnish new at catalogue prices.

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Benting, Repairing & Nickeling. Storing Wheels.


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 All kinds of Foreign and Domestic Patent Dressings.
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 WE HAVE THEM TO FIT ANY CYCLE MADE.
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For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.
 Send for Catalogue and Price List.

THE 1887 PATTERN
*** QUADRANTS ***

— Are now Ready for delivery. —

Patrons are requested to order at once and prevent vexatious delay
 when rush commences.

THE LATEST HILL CLIMBING RECORD.

The famous WEATHEROAK hill, near Birmingham, Eng., which
 though often tried by various Bicycles and Tricycles, has never been
 surmounted except by MR. ALFRED BIRD, who on Saturday, Feb. 28th,
 and on the following Tuesday in the presence of witnesses, successfully
 rode a QUADRANT ROADSTER TRICYCLE No. 8, geared to 54, *with ordin-*
ary cranks and handles from base to summit without a stop. Many
 attempts had been made by others, and since Mr. Bird's feat, scores of
 famous road riders and hill climbers have tried to reach the top on other
 machines, *but without success.* This marvellous feat proclaims the
 Quadrant the

BEST HILL CLIMBER OF THE AGE,
 and its as yet unapproached record of a mile on the road in 2 min. 38
 sec. establishes its claim to speed and easy running.

Send for Catalogue.

SAM'L T. CLARK & CO., Importers, Baltimore, Md.

The Marlboro Club Tricycles

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The Marlboro Tandems

* WERE * THE * SUCCESSFUL * MACHINES * OF * 1886. *

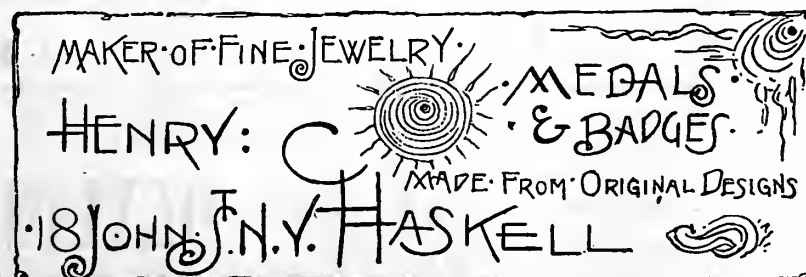
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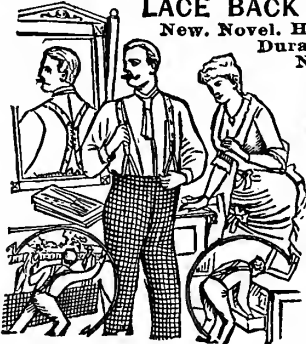
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Large Assortment of New and Second Hand Wheels of all Makes.

REPAIRING QUICKLY DONE.

CARPENTER'S AUTOMATIC LACE BACK BRACE.
New. Novel. Handsome. Durable.



No Harness. Comfortable because avoiding all strain on shoulders or trousers. Round square, or sloping. Shoulders equally well fitted, and no slipping off shoulders. Pat'd in England, France, Canada and U. S.

Samples mailed on receipt of price, 75c., \$1.00 and \$1.50. Ask your dealer for them, or send to C. C. CARPENTER, 557 & 559 Broadway, N. Y.

CAN YOU TAKE THE WINK, OLD BOY?
Keep your wheel in good running order. Your bearings free from dirt. Properly adjusted.

CYCLE BRUSH TOOL

ADJUSTS BEARINGS; TIGHTENS SCREWS, REMOVES DIRT WITHOUT WASHING. Should be in every wheelman's tool-box.

BY MAIL—75¢
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TENNIS.

NORMAN & BENNETT,
133 Oliver St., Boston, Mass.
Manufacturers of SPORTING SHOES.
Ask your Dealer for these Shoes and take no other.

A RARE CHANCE.

- Outing, \$3.00
- Bicycling World, 1.00
- The Wheel and Recreation, 1.00
- American Wheelman,50
- Wheelmen's Gazette,50

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Mailed, post-paid, for one year for **\$4.75**

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HIRING
LOCKER ROOM
STORAGE.

Agents for SINGER'S WHEELS, and KING SAFETY. Call and see the MARLBORO SINGLE and TANDEM TRICYCLES. Wheels Bought, Sold and Exchanged
Bicycle Suits, Shoes, Caps, Stockings, Sundries, etc.

The Regular pattern of this Old Reliable Bicycle is \$120 to \$125.

The Standard Facile, a GOOD, plain pattern, with balls to front wheel; price \$88 to \$92.



Facile Lubricating OIL—the best—25cts.



The Light Roadster Facile, the easiest running and most elegantly built Bicycle; 18 rows of balls; \$132 to \$137.

Even if you think the Facile "slow," and "simply beastly" in appearance, and if you "wouldn't be found dead on one," you will NOT lose your cycling reputation by reading about it, or even by looking at one.



You can see a Facile, or get a Price List, at

33 MURRAY STREET,
NEW YORK.
Mention this paper.

The GEARED Facile, 40-inch. speeded to 60; NO chain. Positively the FASTEST machine ever built; balls to every bearing, 21 rows in all. Price \$140.



Facile ENAMEL—well-known and proved to be the best—50cts.



The FACILE Tricycle; neat, light and comfortable; weighs only 46 lbs. Simply superb for ladies. Price \$150.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

\$75.

Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

S. T. CLARK & CO.,

2 and 4 Hanover Street, Baltimore.

Mention this Paper.

OFFICIAL TAILORS AND OUTFITTERS,

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BROADWAY AND WARREN STREET,

MANUFACTURERS OF

Bicycle and Tennis Suits, Caps, Stockings, etc.

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Yonkers B. C., and others

The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

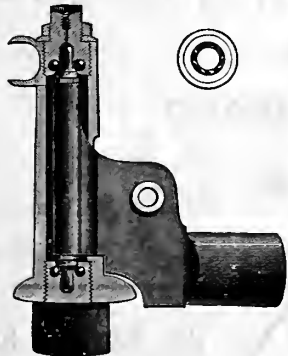
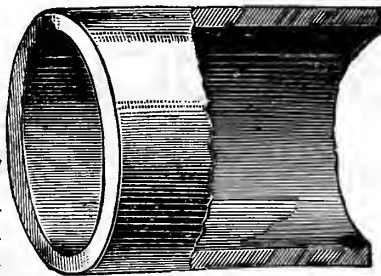
Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

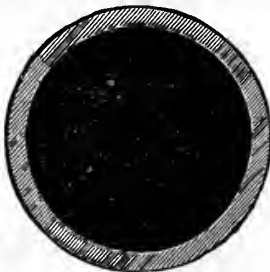
See this Wheel
Before Purchasing.



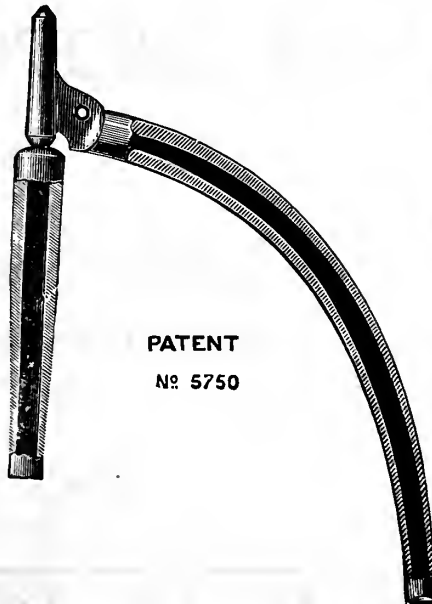
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.



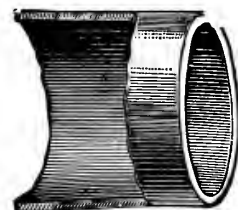
Sectional and end view showing strengthened neck end of Backbone.



PATENT
No. 5750

Sectional view showing Backbone and Forks when made up: A splendid improvement.

ASK Your Dealer For It.



Handsome
Photograph
OF THE
NEW MAIL

Sent for
14 Cts. in
STAMPS.



Sectional and end view of back fork end of Backbone.

CEMENTED TIRE.

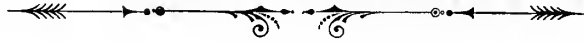
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SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

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"LET OTHERS TRY THE EXPERIMENT."



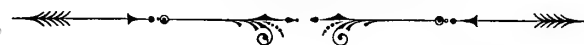
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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JUN 18 1887
U. S. PATENT OFFICE



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AND RECREATION.

VOL. XII.—No. 12.]

NEW YORK, JUNE 17, 1887.

[WHOLE NUMBER, 298.

VICTORY.

THE

QUADRANT

VICTORY.

Again Victorious!



On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

MACHINE.	RIDER.	TIME.
1. Quadrant Tricycle.....	Frank Moore	1.27 $\frac{1}{2}$
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4. Humber Crippler Tricycle.....	M. D. Rucker	1.42
5. " Safety Bicycle.....	W. Terry	1.42
6. Quadrant Tricycle.....	H. G. Priest	1.43
7. Humber Safety Bicycle.....	S. C. Stephenson	1.54 $\frac{1}{2}$
8. " " "	W. Allen	2.17 $\frac{1}{2}$

Four others failed to get up.

MR. ALFRED BIRD, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

The Quadrant now holds all Tricycle Road Records in the United States and the
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Stiffness of
Muscles,
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Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea, Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

There is not a remedial agent in the world that will cure Fever and Ague, and all other Malarious, Bilious and other fevers, aided by RADWAY'S PILLS, so quick as RADWAY'S READY RELIEF.

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- 2 " " State championship.
- 1 " " tricycle, State championship.
- 5 " " bicycle, L. A. W. championship.
- 1 " " Union Co. Wheelmen championship.
- 1 " " State championship.
- 2 " " handicap, open.
- 1 " " club team race (three men to team.)
- 1 " " consolation.

Entrance fee fifty cents for each event. Open to amateurs only. L. A. W. Rules to govern. The right to reject any entry is reserved. Entries, accompanied by fees, must be made to Dr. F. A. Kinch, Jr., Westfield, New Jersey, before June 28.

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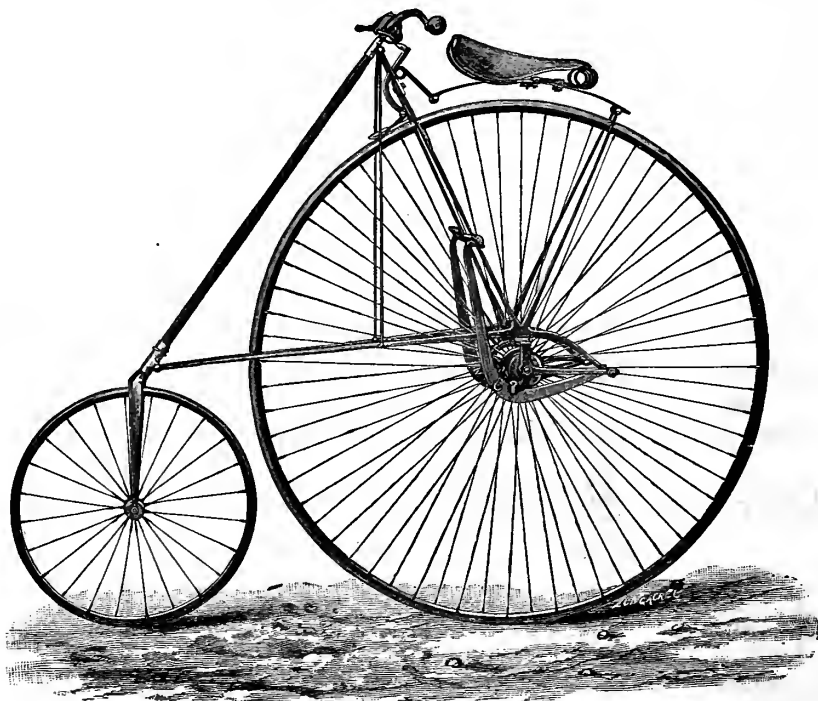
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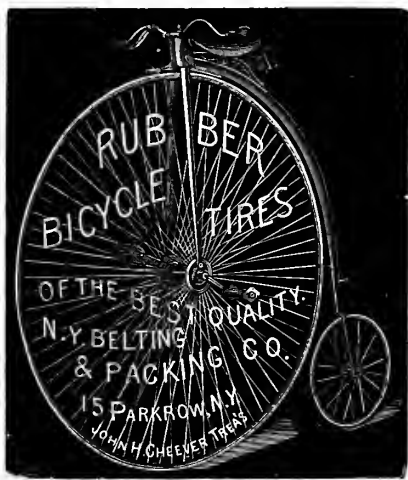


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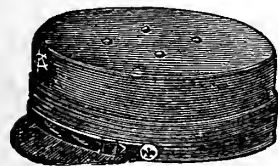
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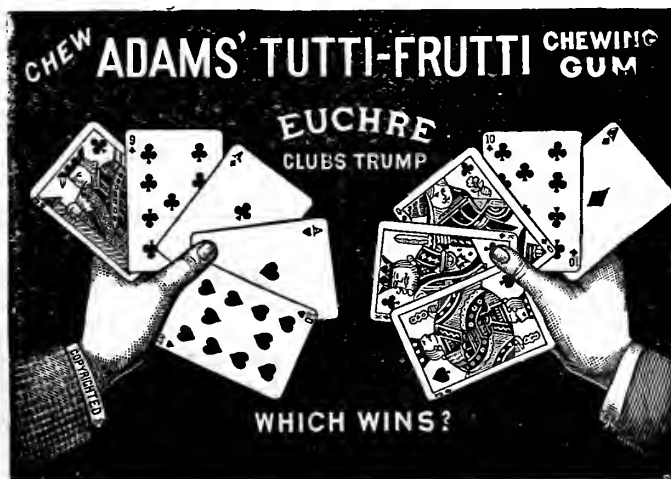
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The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

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I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

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It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

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- 1st. Bearings are the easiest running of any in the world.
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- NEW ORLEANS, LA.—Geo. T. Wharton & Bro., 5 Carondelet Street.

EDITORIAL NOTES.

The *American Wheelman* has ventured to make a prediction, viz: that George R. Bidwell will be the next President of the League. Yet but a few months back, our farwestern contemporary contained as vulgar and unfounded and unjust a slating of Mr. Bidwell as was ever written. Now why, this change of spirit? What has come over the editor of our contemporary that he should commence to predict? He probably attended some of the political seances, which the members of the Board are wont to hold before League meetings. And this reminds us that there is more politics within the League than is absolutely necessary to its success. Its representatives have become more expert in wire manipulation than the saloon politician. It is nothing but caucuses and proxies, etc. etc., nowadays, until it is becoming disgusting. Here is a new President just elected, and before he has time to put a foot forward, his successor is nominated. Perhaps Mr. Kirkpatrick may make so good a man that it may not be necessary to look for his successor for a few years to come. Again, a new method of electing the President may be adopted, in which case it will be impossible to predict who will be elected. We sincerely hope every member of the League will be given a chance to cast his vote for the President and other officers. This would prevent a sectional clique from cutting and drying the whole affair long before the day of selection. Meanwhile we sympathize with Mr. Bidwell, as a Presidential candidate, in which unfortunate position the *A. W.* has placed him. What an unhappy lot is his. Not an unguarded word may be given nor an opinion formulated, for fear some section, party, club or man might take umbrage at it. Not a word may he say, nor a thing may he do, but will be carefully weighed by the press and the public, and whatever he does or says, be it good, bad or indifferent, it will all be laid at the door of his Presidential aspirations.

According to our friend NORB, the Kentucky boys have a high old time with the road hog. This week, Norb tells a sad tale of how a pusillanimous wretch named Drinkenburger ran down a wheelman, who was compelled to trudge home

with his bicycle *in a sack*. Delightful experience! We hope he will win his suit against the road hog.

From our Boston correspondent's letter—and by the way we commend this Athenian scribe to the kindness of our readers—we should judge that the collapse of the Massachusetts Club is discreditable not only to the few, whose careless bickerings and petty personal petulanties placed the club where it is to day, but also to the membership at large. It seems strange that among two hundred men, all of them matured and many of them wealthy, that less than a thousand dollars could not be raised. That they would not average a five-dollar contribution speaks poorly for their generosity and club feeling. We sincerely hope however, that the end has not yet come, and that the members will yet rally and save the day. And right here, let us commend the generous action of the Boston Club, who offered the use of their club-house to the disbanded club. This reminds us that perhaps if the Massachusetts Club had followed in the lines of the Boston Club, it might never have been necessary to "muster out."

ON ROADS.

WITH A SUGGESTION TO "KIRK."

One cannot say to much about roads. Good roads are as necessary to the complete enjoyment of cycling as are good wheels. Except in the Oranges, the Boston district, Washington and other favored places, "the pleasures of cycling," will less often express the feelings of the devotee of the sport than "the discomforts of cycling." It makes one's mouth water, or rather makes one sigh mentally, when we hear Englishmen or Americans who have visited England, talk of the roads across the Pond. To borrow an expression of Mr. Kirkpatrick's the League has been "hogswoggling" for the past four years, and the great and prime object of its inception, the comfort of its members, has been shelved in the throes of politics and the publishing business.

The English have set us a good example by establishing a Road's Improvement Society, and, if we are not mistaken, a Road Reserve Fund or a Road Repair Fund.

In the *Bulletin* of last week we read a paragraph, which we hope is the keynote, the opening blast of a Road Crusade. We reproduce it.

"On the way to St. Louis, Col. Pope gave to the wheelmen on the train some very good ideas regarding League work. He said that the improvement of the roads was the one thing more than another that the League should strive to bring about. Let the League hire a man whose sole duty it shall be to direct the attention of town and city authorities to the crying need for good roads. He must be well acquainted with the science of road building, must be a good talker, and must be fertile in resources for the bringing about of the objects he is aiming at. Let him show to the people what will come as the result of good roads, and he will have taken an important step in securing action on their part. Let him show to them that a good road to a town decreases the wear and tear on vehicles, makes the transportation of heavy roads a thing of easy accomplishment, and withal attracts trade that would avoid a place embargoed with bad roads. Such a man could do very much good. He would have to be paid well, and his expenses would be large; but the results would justify an increased assessment, or the manufacturers could be called upon to help pay the bills. In such a movement the League could look for the aid and cooperation of horse owners, for they would be benefited no less than the wheelmen. There is very much in the foregoing that is worth consideration."

The support of the trade, and judging from the remarks of Colonel Pope, it would be given, should be an incentive to further and immediate action. In the early days, when the Pope M'fg Company were the only manufacturers in this country, they spent many thousands of dollars in creating the demand for cycles by issuing educational pamphlets, etc., to educate people up to the sport. Money was also spent in litigation, when the right of wheelmen to the use of public highways, and the protection of the law, was in jeopardy. The League should now assume these functions, in practice, as well as in spirit.

From the *Bulletin* we extract another interesting paragraph:

"The improvement of American roads presents so huge a problem that it is almost disheartening to start out upon a crusade with this object in

view. And yet difficulties with more discouraging outlooks have been met and conquered. To know how to begin the good work is the first question at issue, for to make a mistake at the outset would be a misfortune. Our towns and cities are not overburdened with wealth, and where the roads are the poorest the material must be carried for long distances at great expense. It is very largely a question of money, and therefore it should be our duty to not only convince the authorities that good roads are essential to prosperity, but we must tell them how to make good roads at the least expense."

The editor of our contemporary is right in stating that no mistake must be made. But in the matter of educating and convincing town authorities on the value of good roads, something further might be said. There is road literature without end. The English Roads Improvement Society issued an admirable educational pamphlet last year, and a condensation of the same appeared in this paper.

We suggest to President Kirkpatrick that a Roads Improvement Committee be appointed, and that when the best method of attaining the object aimed at has been formulated, we suggest that a Roads Improvement Fund be established. The money so contributed might be used in various ways. The entire press of the country might be worked; money might also be used—legitimately, of course—to effect legislation in favor of better roads; road "tracts" should be used in large quantities where they would do most good. It is about time for us to stop asking of the League, "When shall we reach ten thousand?" and "When shall we reach fifteen thousand?" But what is the ten thousand good for? What have they done? What will fifteen thousand do? With the daisies nodding over the Aaron squabble, with Penny smoking the pipe of peace, with all the offices filled satisfactorily and everything harmonious for a year at least, now is the time to do something more than tinker with the amateur rule.

BEECHER AND TRICYCLING.

Says *Harper's Weekly* of May 7: "Though the successes of the late Henry Ward Beecher are now most remembered, it will not be doubted that he had his failures. There was one thing he tried and did not accomplish. The great preacher who could control thousands of men and guide them whither he would, succumbed to the silent steel and rubber of the tricycle in the quiet of his own grounds at Peekskill. Half pathetic and half comical was his description in an unpublished letter some three years ago of his effort at mastery of this wayward vehicle, its playfulness on the gravelled slopes, its sudden attractions to the hedges, and his mental curves towards the conclusion that velocipeding was not his forte, though it might be good for others. He had but to control himself, for the wheel listeth not wither it goeth, but is obedient to the hands and feet of the rider. It is not always easy for the powerful to handle themselves. Twenty years ago Beecher predicted that the coming man would ride a bicycle, and thus took a place among the minor prophets. One notes now with more interest how the success of the bicycle in its modern development has brought along the perfection of the tricycle, first as a companion vehicle, especially suited to timid and elderly men, to the use of which these latter were indeed much induced by the example of the younger, who took it as a variety mount. There are indications that as the 'bateau' became more common than the canoe on our rivers, so the tricycle will be accepted on our roads as preferable for its stability, carrying capacity and manageability with less requirement of skill. Not that bicycles will be disused, for the charm of their freer motion, higher seat, more responsive pedals, and greater responsibilities for the venturesome, will hold them in vogue. As there is nothing on the water so charming to the genuine waterman as a canoe, so there is nothing on the land so fascinating for a genuine wheelman as the bicycle. But the tricycle is now almost equally sensitive and fleet, and is less skittish. It is a sure-footed steed for the twilight and the evening run. It stands without hitching, and waits better upon the motions of its rider."

A novel contest has just been decided. A prize was offered to the person guessing nearest to the number of balls contained in a multum-in-parvo bag. The guesses ranged from twenty-three and one-half to 200,000, and the exact number was 13,219.

THE EASTERN ROAD CLUB'S RACE.

The first semi-annual race of the Eastern Road Racing Club was run over the Dorchester course of twenty-five miles yesterday afternoon. Before the race a half-hour was spent in disputing whether the entries should consist of two or three men from each club, the Dorchester being the only one mustering the latter number. The Massachusetts Club did not put in an appearance, and the same may be said of the Somerville club. The Suffolk entered Lock and Charnock, but these withdrew before the start. Only eight men remained in at the start, and of these Pratt of Chelsea took a header on River Street about a half-mile from the start, and came back to the Dorchester club-house. Where he was treated by the emergency corps, and, though out of the race, was able to take a spin. At the Hyde Park Bridge Woodman led, with Doane close after him and Corey third, as given by P. L. Coombs, the checker at this point. Bates took a header at Hyde Park, and injured his back and legs, but pluckily remounted and took another start. At East Dedham the men were in the following order, as reported by Checker Drummond: Corey first, with Doane, Woodman, Gaskell, Rothe, Henderson and Bates close to him. At Needham, Gaskell ran into Rothe and took a hard tumble, but got up and tried hard to gain a point for his side, which would have tied the race with the Dorchesters, but was unsuccessful. The race on the homestretch was without incident, and the following shows the result for individual prizes:

Club.	No.	Name.	Points.	H.	M.	S.	Time.
Chelsea	3	T. A. Woodman	8	1	35	30	
Dorchester	1	W. S. Doane	7	1	36	00	
Newton	5	W. K. Corey	5	1	38	00	
Boston	8	T. Rothe	5	1	46	30	
Boston	7	H. W. Gaskell	4	1	46	30	
Dorchester	2	G. R. Bates	3	2	07	30	
Newton	6	H. A. Henderson	2	2	14	00	

The club trophy was won by Doane and Bates of the Dorchester Club, they securing ten points, to nine secured by Rothe and Gaskell of the Boston Club, their nearest competitor.

The race was for a club trophy—the style of which has not been decided upon—to be held subject to races which shall follow semi-annually, and three individual badges, the first to be of gold, the second to be of gold and silver, and the third to be of silver.

The officers of the day were: Referee, J. S. Dean of the Boston Club; Starter, John F. Williams of the Massachusetts Club; Clerk of Course, Charles I. Drake of the Dorchester Club; Judges, J. B. Cann of the Somerville Club and Dr. W. G. Kendall of the Boston Club; Timers, C. W. Fourdrinier of the Boston Club and H. L. Hiscock of the Massachusetts Club; Superintendent of Checkers, E. G. Whitney of the Boston Club.

BROOKLYN BICYCLE CLUB ROAD-RACES.

The first of a series of road-races given by the Brooklyn Bicycle Club, was run over a two-mile course at Bath Beach, L. I., on Saturday afternoon, June 11. There were two events, Novice and Championship. The Novices started at five o'clock, the entries being as follows:—W. J. Kenmore, Jr., E. Skinner, W. S. Mead, W. R. Snedeker, C. S. Harrison, L. Brunn, Geo. Bancroft, B. J. Kellum, A. S. Haviland.

Haviland took the lead at the start and held it for a half mile when he was passed by Mead who had the race until he fell at one mile and dropped out. Kellum took a bad fall near the start but he pluckily remounted, caught the field and landed a winner in 7m. 48s., with Kenmore second and Bancroft third, the rest close at their heels.

The Championship started at 5:30 with the following entries, G. E. D. Todd, E. D. Williams, F. B. Hawkins, W. H. Meeteer, W. S. Vail, and F. B. Jones. The entire field kept well together until the turn on the homestretch was reached, when Hawkins, who was leading, took a header which threw him out, and the race was won easily by Todd in 6m. 53s., with Meeteer second and Jones third.

Two more races are to be held at distances of five and ten miles. The men aggregating the greatest number of points in the three races will be awarded the trophy.

THE NEW ST. LOUIS CLUB.

The new bicycle club completed its organization Monday, June 6. The attendance surprised even the most sanguine and sustained the position so often taken by the *Post-Dispatch* that St. Louis is able to support two large cycling clubs. When temporary President Belden called the meeting to order there were forty-six cyclists present. The question of constitution was discussed at considerable length and finally the old Ramblers' constitution and by-laws were adopted, after being slightly revised. As in the Ramblers, the initiation fee in the new club is five dollars and the monthly dues fifty cents. The name adopted was "The St. Louis Cycle Club," under which the members expect to sweep on to various road victories. So much of the evening was taken up in discussing the constitution that only one office was permanently filled, that of President, to which Geo. H. Lucas was unanimously elected. Mr. Belden was put in nomination, but withdrew in favor of Mr. Lucas. The other officers will be chosen at a meeting to be held next week. President Lucas is a comparatively new rider, but showed such parliamentary knowledge and executive ability at the first meeting, that the boys took to him warmly.

WHEELING IN THE MUD.

MILLER WINS THE TWENTY-FIVE-MILE BICYCLE ROAD-RACE, AT HARTFORD.

HARTFORD, Ct., June 9, 1887. The starters in the twenty-five-mile bicycle road race, run here this afternoon, were William Harding, E. A. DeBlois and F. L. Damery of the Hartford Wheel Club, Lewis A. Miller of Meriden, Ludwig Foster of Elmwood and S. J. Mills of Bristol. The soft clay made a walk of half a mile necessary about four miles from the finish. Here Miller caught Harding, who had led all the way, and increased his lead to the finish. The finish was in the following order: Miller, 2h. 7m. 51s.; Harding, 2h. 12m. 9s.; DeBlois, 2h. 23m. 49s. Damery was a good fourth and Foster fifth. Mills broke his machine and did not finish. The time, considering the hilly road, the slippery track and the walk in the mud, is very good, Harding making the first fifteen miles in 1h. 5m. The prizes were a gold watch, diamond pin and revolver.—*Boston Herald*.

ENGLISH RACING NOTES.

While we have as yet had no race-meets of any importance on this side, yet the English racing tracks are in full swing. And, by the way, it does seem strange that American clubs should reserve their fixtures till the late Summer or early Fall. Here, up to date, there have been but three race-meets held. But to return to our Englishmen.

Some tricycle records were made at the Championship Meeting, held at Birmingham—"on Monday last"—our English contemporaries tell us, and by "figuring back" we get the date, May 30. The one-mile bicycle championship was won by W. A. Illston, whom Americans will remember as a pleasant-faced, determined sort of youth. The time was 2m. 45 4-5s.; and Synner, a new man, Osmond and Gatehouse were beaten by the boy. The twenty-five-mile tricycle brought out the best men of the country, including Mecredy, the Irish champion. The race was hotly contested throughout, and was won by F. J. Osmond in record time; Frank Moore, second; W. Terry, 0; Gatehouse, Miller, and other "good ones" ran unplaced. The new records are: twenty-one miles: Mecredy, 1h. 9m. 57 3-5s.; twenty-two miles: Mecredy, 1h. 13m. 22 4-5s.; twenty-three miles: Mecredy, 1h. 16m. 51 2-5s.; twenty-four miles: Osmond, 1h. 20m. 16s.; twenty-five miles: Osmond, 1h. 23m. 21 1-5s.; G. P. Mills rode eighteen miles, one-hundred and thirty-three yards in the first hour.

On the same day, Howell and Woodside fought for the mile championship at Wolverhampton. Nearing the finish, Howell crowded on all sail, and the American had not even the ghost of a chance, being beaten four lengths in 2m. 47s.

At the Norwich sports, J. H. Adams won three events out of four. At the Leighton Buzzard Sports, A. E. Langley won two events. At the Torbay meet, W. T. Ball rode twenty-five yards behind 8m. 32s.

At the Godiva Harrier's Sports, W. A. Illston won the half-mile handicap in 1m. 21s.

RACING AT MEMPHIS.

THURSDAY AND FRIDAY, MAY 26-27.

Several bicycle events were held May 26-27, at Memphis, Tenn., in connection with the Amateur Athletic Association's Spring meeting. The result of the first day's races was as follows:

One-mile bicycle: C. H. Maydwell, 3m. 43 1-5s.; S. W. Hampton, Jr., fell; T. W. Watkins, fell.

Three-laps bicycle race, three-fifths-mile: S. W. Hampton, Jr., 2m. 7s.

Two-mile bicycle: E. H. Wilcox, 7m. 49s.
SECOND DAY.—One-half-mile bicycle heats. First heat: S. W. Hampton, Jr., 1m. 42s.; John Scates, second; T. W. Watkins, third. Second heat: C. H. Maydwell, 1m. 43s.; F. Trapp, second; W. F. Yates, third. Third heat: Maydwell finished first and won the race; time, 1m. 47s. S. W. Hampton, Jr., fell on last lap when well up.

One-half-mile bicycle boys' race: H. Williams, 1m. 49 3-5s.

One-mile bicycle, consolation: F. Tripp, 4m. 56s.; J. R. Scates, second; W. F. Yates, 0.

DISTRIBUTION OF "X. M. MILES."

Editor of THE WHEEL:—I've managed to send off five hundred and eighty books, by five days' hard work; the first one hundred and thirty-five going to England and other foreign countries, and the next one hundred and twenty-eight to San Francisco, and fifty-three to Portland, Oregon. To-day, I've sent ninety each to St. Louis and Indianapolis,—including thirty copies for reshipment to smaller towns. I hope to get my New York copies delivered at 12 Warren street, and 313 West Fifty-eighth street by Saturday next,—but the task of getting all the "specially numbered and autographed labels" ready for the packers is so tiresome that I can't pretend to promise "for certain." I myself cannot get back to New York in less than a fortnight, I fear. KARL KRON.

WEST SPRINGFIELD, MASS., June 6th, 1887.

"X. M. MILES" IN NEW YORK.

Editor of THE WHEEL: I send with this an unobtrusive little advertisement of the fact that my book is finally on sale in the big city. On Friday last I despatched boxes of the precious volume to officers of the New York Bicycle Club, Citizens Bicycle Club, Harlem Wheelmen and the K. C. W. (two hundred and twelve books in all), and I hope many of those club men enjoyed its indexes as good Sunday reading. On Saturday I sent twenty copies to the Ixion Bicycle Club, and twenty-eight for uptown subscribers (above Forty-first street), to G. R. Bidwell's. To-day, I've despatched two hundred and fifty-six books to 12 Warren street, where the non-club men below Forty-second street, and all the Brooklyn subscribers outside of the K. C. W., will find their books, as also the Jersey City residents and many other Jersey men.

I sent out 1074 books in the six days of last week, and four hundred and two during the first four days of June. So my total output is now 1732. San Francisco, Portland, Or., Minneapolis, Kansas City, St. Louis, New Orleans, Nashville, Memphis, Macon, Washington and Baltimore have been supplied, about in the order named,—with many of their tributary cities. To-morrow I send to Newark, Orange and Elizabeth, in N. J., and to Milwaukee and other towns in Wisconsin—two hundred and thirty-seven books,—and I hope to supply Chicago, Detroit, Philadelphia, Springfield and Boston before the week closes. Next week I mean to wheel back to New York, as a rest from the weariness thus caused in getting my publishing scheme fairly started. KARL KRON.

West Springfield, Mass., June 13, 1887.

The Annual Meet of the Wisconsin Division was held on June 6, 7 and 8, at Sheboygan. A reception was given in Armory Hall on Monday, and a run was taken to Fon du Lac, where various entertainments were given under the auspices of the Fon du Lac Club. On Tuesday, the 7th, train was taken to Oshkosh. The Oshkosh Club, accompanied by a band, met the visitors at the station, and a grand parade was held on the principal streets at two P.M., the business meeting was held, after which were held various short runs. The last day, June 8, was devoted to touring.

Clarksville 100-Mile Road Race.

*THE GREATEST BICYCLE RACE EVER RUN
SINCE CYCLING BEGAN.*

THE RECORD:

	NAME.	MACHINE RIDDEN.	TIME.
1st.	Robert A. Neilson....	VICTOR.....	6 : 46 : 27.
2nd.	Wm. A. Rhodes.....	VICTOR.....	6 : 46 : 51.
3rd.	H. G. Crocker.....	Columbia	6 : 51 : 27.
4th.	S. Hollingsworth.....	Columbia	
5th.	S. G. Whittaker.....	Champion	
	C. W. Ashinger.....	Champion	Dropped out at 20 miles.
	Chas. Frazier.....	Star.....	Dropped out at 20 miles.
	John Brooks.....	Star.....	Dropped out at 40 miles.
	A. A. McCurdy.....	Star.....	Dropped out at 40 miles.

Two Victors entered, taking first and second places.

*Never was so much money spent in preparation for a race,
and never was so much interest shown in a wheel contest.*

Upwards of 20,000 spectators!

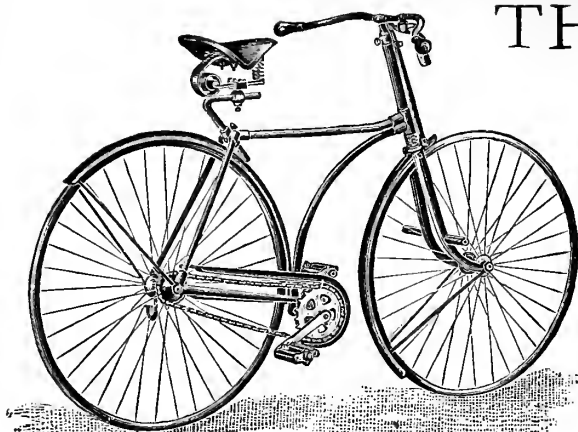
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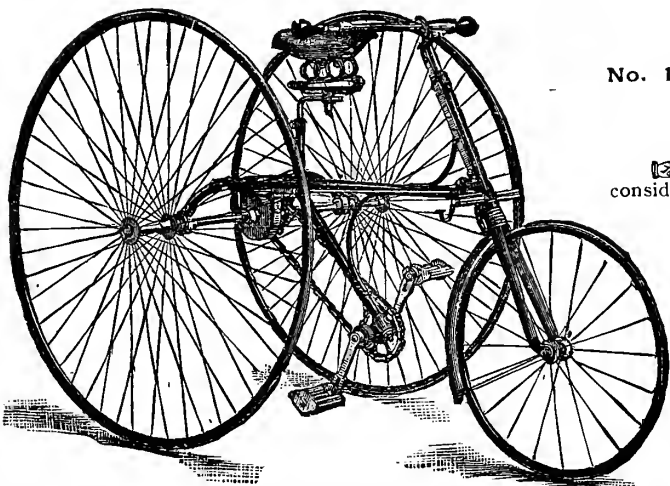


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The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.



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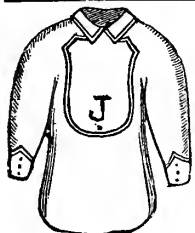
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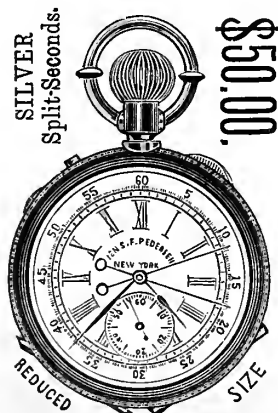
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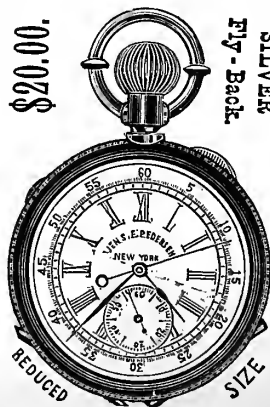
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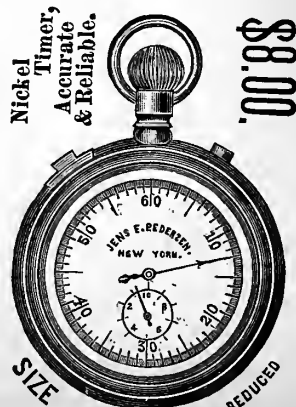
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ACROSS THE CONTINENT.

ST. THOMAS, ONT., TO STURGIS, MICH.

Rain, rain, until it seemed the water tanks of heaven had sprung a leak, continued to pour in St. Thomas Wednesday morning, June 1. Breakfast over I decided to make the best of a bad bargain and so sauntered out to see the sights. A city of 17,000 inhabitants, located in the heart of a Canadian forest, ought to present some attractions, but there was some exception to the rule in this case. Muddy streets, sloppy sidewalks, dripping trees and dingy shops, wood colored horse cars, dilapidated buildings, homely girls, and worse looking men, all conspired to make my lonely lot a desert indeed, and there was not a single oasis—yes, only one, C. H. Hepinstill, a genial dealer in jewelry, was the only truly cheerful personage I met, and his good-nature, hearty welcome and generous bearing did much to alleviate my agony in this mud-sunken town till three P.M., when, with a cheerfulness born of long exile, I hailed the outer world with joy and sped forth through Fingal to Tyrcoville, Wallacetown, to Clearville, twenty-six miles away, in three and one-half hours. Supper over, I remounted and pushed on to Palmyra, Morbeth and Blenham, twenty-one miles further, when darkness overtook me and I overtook a good bed and sound slumber.

A hard ground road had thus far made riding tolerable, but Thursday morning I struck mud in vast quantities. At 9:30, I set out and rode through Buckhorn and Deaktown to Romeny, twenty-four miles, when a farm house was resorted to for dinner, at three P.M. I rode into Wheatle, twelve miles farther, and was stopped by rain until after supper, when a seven-mile run brought me to Leamington, making but thirty-nine miles for the day, sixteen of these were made on foot, ten were fairly ridable, and the rest were good. Leamington is a sort of dull town, so I lay down for an evening nap. With a rub a de dub, de dub, de dub, de dub, a halla lalloo and hack et a hoo, I am awakened and rush to the door in time to see go marching by what at first appear as a lunatic asylum. Mature thought contradicted that impression, and I next took them for patent medicine cranks. This too was erroneous, and but for the glaring letters of the flag of insignia the identity of all this hubbub would yet remain a mystery:

"Come all ye sinners poor and needy,
Come all ye wicked, sad and seedy,
Come and join our glorious throng,
And with the Saviour march along."

was the burden of their song, and involuntarily we started to go. Poor and needy, sad and seedy! That meant us of course, but fate wouldn't have it so. The devil always takes care of his own, and united with our better thoughts came a bid to irrigate; and we irrigated—to the health of the base (?) drummer in the Salvation Army.

"Is your place afflicted with this nuisance all the time?" we asked of the bartender.

"Yes, as wicked folks down here must suffer all the time, we get no peace, and so I joined the army."

"Ah, that dog behind was your proxy, eh?"

Friday morning rain again greeted me, but at 8:45 I pushed out in ankle mud and wheeled through Rutheven to Olinda, six and one-half miles, and coming in sight of Lake Erie stretching away for miles to the left as far as the eye could reach. The magnificent vision coupled with a stiff, cool breeze from the water accompanied me all the afternoon, until within a few miles of Maidstone Cross. At Essex Center I had dinner, and rode into Windsor at two P.M. If mortal man was ever glad to leave the prison walls which had bound him from earth for years, then I was overjoyed to emerge once more from the land of Canuck. Reader, when I tell you that within twenty miles of the city of Detroit my road passed through a forest as lonely as the shades of Erebus, as desolate as Cain, and wild as a Comanche, you will not wonder, when I tell you that within six miles of the city of Detroit there abounds nothing but log cabins and insurmountable roads—roads over which I walked to within two miles of the city, you may wonder. And this is not exaggerated, not a bit of it. Before leaving forever behind the mud-sunken, clay capped log cabin, decked, forest enshrined land of Canada, I said, the last man I saw in Windsor solemnly promises to knock me down, kick me to death and feed my corpse to the fishes, if he ever caught me in Canuck again. And he did.

"Farewell, dreary desolate land of Canuck—
Ye haven of mud, ye mountain of muck."
Taking passage on the steamer "Victoria," I

was soon gliding peacefully over to Detroit, that welcome port of a persecuted bicyclist. On landing, a big fellow waltzed me over to the custom house and went through a series of evolutions concerning my importation of a Columbia Expert Bicycle.

"Great Scott, man, what in the great name of Jehovah could attempt me to import a Canadian bicycle? Why we can make three American wheels for what it costs to get up one in your con-founded old Canada."

"Well, you must produce your credentials."

And I did. I hauled papers before that official's eyes by the score. I made his orbs scan over forty letters, delve into a dozen contracts, sweep over sixty patent rights, and talked bicycle till his hair stood on end.

"That's enough, git out o' this with your velocipede, you're all right."

Well, I guess I was. Passing through the smoke and turmoil of Detroit, I wheeled to Recreation Park and resolved to take in a ball game between the Chicagos and Detroit of the National League. My card was sufficient to gain admittance, and leaving wheel and baggage in charge of the gate keeper, I proceeded to the reserved grand stand, was ushered in gratis, as usual, and walking up the aisle, took a conspicuous seat amid great applause and clapping of hands. Modestly I arise to acknowledge the honor, when loud cries of "down in front" greeting injured vanity. Looking out, I observed a big fellow in center field making a brilliant catch, and this is the cause of all the racket. Oh, for Jonah's big whale to swallow me up! Oh, for a canal boat to hide my humiliation! But neither appeared, a pretty girl beside me, hides her face and giggles. I hide my face, but smileth not. The way Clarkston twirled the sphere for the next hour was a caution to stolid Detroiters, but they heeded it not and came out second best. Leaving the scenes of base glory I came in contact with Messrs. Irwin and Gage, of the Detroit Cyclists, and am shown through the halls of wheeling fame. Royal palaces of pleasure these genial boys possess, and with reluctance I wheel out after supper in company with a half dozen Detroiters to Dearborn, seven miles away. Next morning I attempt to liquidate my lodging with a five dollar Canadian bill—relic of unregenerate chaos—but it won't pass. Naught will tempt it to pass, though 'tis all the 'lure I have, still will it not pass, and scraping together fourteen cents from the various parts of my personage I gladly make it balance a score of fifty cents and ride away—thirty-four cents ahead. Inkstus is the first town, followed by Wayne, eight miles in one hour. Denton comes next, eight miles further, and Ypsilantic is reached at 10:30, in the midst of a succession of fine gravel paths. Nine miles further Saline appears to view, and a better road never existed. Here I stop for dinner at the Hannon House, and at two P.M. again ventured forth in a broiling hot sun. Sand, that foe of cycling, now appears in great quantities and renders riding a laborious task. Ten miles of this business brings me to the scene of a rural school picnic—a regular old-fashioned country festival, with its bevy of sheepish girls, its bashful boys, its columns of cake, its crowds of bucolics, and its oceans of lemonade. Speaking is just in order, and one by one, each immature youth and maiden arise and get off their silly say. Their sisters, and cousins, and aunts sit on impromptu benches and yawn and gap and brush away a sundry fly in the agony of heat and warm oppressiveness. We gently approach and take it all in. Our presence causes a flutter among the girls, a commotion among the actors, and looks of admiration from the fair schoolmarm, who sat there like a goddess in regalia and her blue-ribboned portfolio programme.

Speaking over, all with one accord hasten to the table loaded with good things. One good old granger approaches and asks us where we hailed from

"Herkimer County."

"No, you don't say!"

"Yes—ever been in Herkimer?"

"No, how big a place is it? Where you goin'?"

"Going to Frisco, and Herkimer is the capital of New York State, quite a place."

"What is the business, what do they raise there?"

"Mostly the wind."

"What do they make?"

"Political bombs, campaign clubs and cheese."

"Yes, I've heard of Herkimer cheese. What else is there?"

"Oh, we generate Statesmen, produce Senators, Congressmen, Lawyers and great men generally. I came from Herkimer."

"How big a place is it?"

"It extends from Utica—that's a little suburb of Herkimer—to the Conybrook River. Say ain't you going to give me anything to eat?"

"Wal, I guess so. Come along."

And I went. Five minutes sufficed to make 'em sick and ten minutes that table in my vicinity looked barren, sort of deserted like. My company was growing irksome and they took no pains to conceal the fact. I took no pains to conceal those cakes, and pies and cookies and lemonade and candy and nuts and bananas and oranges—not then—but I felt pain thereafter.

Long about four P.M. I struck Macon, or the place where Macon ought to be, but it wasn't there. Look as I would no Macon was in sight. My road map called for Macon on this precise spot, but I called in vain. Macon wouldn't come. At last I repaired to a blacksmith shop and inquired for Macon.

"This is Macon," said the anvil annihilator.

"What's Macon?"

"This is right here, don't you see it?"

"No, darned if I do. What you giving us?"

"This is Macon, and if you don't skin out of here I'll bile you up into cabbage salad."

And I skipped in time to dodge a stray horse shoe. That's Macon is it? And here I've walked ten miles to reach Macon and find a lone solitary smithy, a mad smith and a still madder cyclist. Tecumseh is my next town on paper and six miles the book says lays between me and that. Still pondering over the crookedness of my chart or the maker of Michigan towns, I wander on—this sand and marsh and baking sun. Ah, glorious signal—I hear the whistle of a locomotive and presently cross the rails of a railroad and run smash into Tecumseh, a moderate sized town in Lenawee County. Here I manage to eat one-sixteenth of a square meal and at six-thirty set out for Adrian, twelve miles away. A run of one hour and fifteen minutes over some very fine roads, lands me in the beautiful little city of Adrian, sixty-eight miles from Detroit, on the right, as I ride into town appears a cluster of prison-like buildings which I afterwards learn is the Adrian Reform School for Girls. Here our wayward lasses of America are cloistered and taught to chew gum in the most approved fashion and free from the evils which surround the inmates of Vassar. A little inquiry and we are grasping the paw of that prince of good fellows, Irving H. Finch, and receiving a cordial welcome at the same time. Under his direction we are stalled at the Central Hotel, taking a good bath and soon afterward being introduced to the Adrian Bicycle Club *en masse*. Without exception these Adriance wheelmen are as genial and whole hearted a lot of cyclists as have yet been thrown in our way. They possess a club room replete with all modern appliances for comfort and enjoyment, elegant parlors, etc. A run is planned for Sunday afternoon, but rain comes down in torrents and puts a stop to cycling for that day. Various occupations conspires to pass the time however, and Monday morning we wheel out of Adrian at seven-thirty in company with several members of the club, and turn our backbones upon the scene of forty-eight hours of solid comfort. Five miles of tall pushing, walking and tearing through mud and sand brings us to a peremptory stop in front of a big shower and we halt with a near by farmer and his milk cans. Pretty much more with the latter than the former.

Resuming the path an hour later, it is simply horrible and riding is over for the day.

Hudson is thirteen miles away, but we resolve to reach it or die. Six miles more are worried over, with an occasional ride of a few rods, and a constantly burdening wheel, when twelve o'clock arrives, and we tackle another farmer for dinner, as usual, our good looks carries the day and we sit down to a rural repast fit for the King of Tulu. Dinner over, rain again appears, and it is 2:30 before our journey is resumed. Seven miles of the worst roads imaginable are enough to disgust even a hog, and we were no exception to the rule. Talk about mud, why you couldn't see a right spot on my whole Expert when at 4:30 I wheeled into Hudson, the laughing stock of all on-lookers. The Hudson House force pump is called into requisition and the way our machine is reclaimed to light and beauty is a caution. A good rubbing down and it glitters as of old and we rejoiceth once more. An early supper is secured, composed of steak, potatoes, coffee, bread, strawberries, cake, etc., and we are away to Pittsford, with promise of better going. We find it good wheeling over gravel roads, comparatively dry, and Osseo, eleven miles from Hudson, is reached at 6:30, Hillsdale comes in view seven miles further, at 7:45, and we push on

to Allens, with decidedly an improved path in one hour and a quarter, with a total mileage of forty-six miles. Tired and weary we at once seek repose and find a big fat landlord ready to meet our wishes, and our pocket book. At 7:30 Tuesday morning we are in the saddle and headed for Quincy seven miles away, and Coldwater next six miles further, this distance is mostly all made on foot and very laboriously. At Coldwater we met Conover, Starr and other genial cyclists who contribute materially to our entertainment, and help to pass several half hours away. Dinner is taken, and at 12:30 we pass on, through Matteson, thence to Bronson, over better roads. Here we find that our route has been made just four and a half miles too many by following the direction of the Michigan L. A. W. Road Book, and that, too, over roads not a whit better than a shorter straight course. We also learn that contrary to the teaching of that same so-called road book, we may save three miles by shunning the village of Burr Oaks, laid down in the chart, as a straight road again runs direct from Bronson to Sturgis and three miles shorter and equally as good as the L. A. W. road. This we take and reach Sturgis at 7:30 with forty-three miles to our credit for the day—a hard, good day's work. Sand, has formed our path for thirty miles, sandy gravel for ten, and clay for six so that no one will wonder at a forty-six mile a day pace. One word more about these L. A. W. road books, and we will close. Back in Canada we had a similar experience and but for a supervision of common sense would have been sent ten miles of superfluous running. From Clearville to Palmyra it is eight miles directly west and good roads. From Clearville to Ridgetown it is eight miles northwest, and back to Palmyra it is ten miles south. The book says go by way of Ridgetown. We didn't do it though and found on this eight miles of road shunned by the L. A. W. guide far better going than on any path yet tried bearing the official seal of the L. A. W. Truly there is great scope for revision in these so-called tourists' guides.

G. W. NELLIS, JR.

Sturgis, Mich., June 7.

ATHENIAN WHISPERINGS.

You are right, brother Prial, THE WHEEL ought to have a representative in modern Athens. Still, I have always been such a pure amateur, that when your suggestion was first received; several weeks ago, I took up my stylus, to sharpen it, with many misgivings. In matters of this kind a novice should always make his initial plunge with a big sensation if possible; but, alas, there was a sad dearth of news and I waited; then the League meet came on and of course that necessitated another wait; but now that the St. Louis jollification is over, though not forgotten—far from it—and we are all back in our places again, there seems to be no further excuse for hiding my rushlight under an inverted waste-basket, and here goes:

The Eastern Road Club ran its first race Saturday afternoon, June 11, over the course given in THE WHEEL of last week, which was the same as that used by the Dorchester Club in its races during the season past. The weather was pleasant and there was a big turn out of wheelmen, to see the fun. Not being much of a scorcher, I did not attempt to follow the starters, some did however, though a warm day and a warmer pace soon compelled them to return. Representative of four out of the six clubs enrolled in the association came to time, the Massachusetts and Suffolk Clubs not showing up. [A summary of this race appears in another column. Ed.]

It was a very pleasant thing for the Boston club to offer the use of its club house to the Massachusetts men. During the Summer, in the event of the Newbury Street quarters being given up; and I understand that Jo. Dean, as chairman of the Boston's committee, made a very neat speech when the tender was made, with feeling allusions to the old friendship which existed between the two clubs, when, in the early days, they were domiciled together in Park Square.

It is sad to think that the days of the stanch old Massachusetts Bicycle Club are almost numbered. But canker will eat, and when disease strikes the vital organs, the sick man must die. Perhaps, in this case, death will have resulted from too much greatness—and a club-house. Perhaps there may have been too many doctors and nurses—it certainly has suffered from a complication of internal disorders, and a not over strong constitution. Some insinuate that taking

in members by wholesale, after the new club-house was finished, to swell the revenues, was the first cause of weakness. It is whispered too that jealousies among some of the older members, at a later period, may have been a factor. Some charge an ex-President with having more recently assisted in the work of disruption, because things were not run altogether to please him; and some, too, charge another ex-President with having given the club a hard blow through his sudden demand of a former loan to the club, to the last cent, which followed the defeat of Arthur Pattison for the Presidency at the last election; then others have whispered that the gentleman who was elected should have resigned to please the small minority who didn't vote for him, and thus avert calamity, and the payment of a portion of the newly discovered debt of nearly \$2,000—though just how the thing was to work was not explained. Probably no one cause is responsible; the club-house was too big and too expensive, and the club didn't own it; while the association itself, with its two hundred and fifty members, was too unwieldly; perhaps the young men forming the "Jenks crowd" (we can't be personal), were too enthusiastic and too youthful to suit some of the old stagers; perchance the election differences of a year and a half ago, by which a few active ones were relegated to back seats, may have left a number of thorns in the flesh; perhaps the very mode of conducting elections, with the absurd official "slate," skillfully fixed up by one or two "prominent" members, to be swallowed or rejected like a pill by the club, may have proved a point of weakness; or, finally, the gradual falling off in the membership during the year past, owing to "internal dissensions" or otherwise, whereby lessened receipts became inadequate for running expenses, coupled with a steadily increasing debt, may have been the last straw. But how easy it is to speculate over causes, to diagnose, or to say, "I told you so," when the victim is past help.

There is one thing that must be said. It is passing strange that a club of two hundred members should be running behind for a year in money matters, notwithstanding monthly treasurer's reports, and nobody seem to know that an \$1,800 debt had accumulated until a demand was suddenly made for an amount equal to more than half that sum. The payment of over two hundred dollars, in League dues, at this time, no doubt bore heavily upon the club, in its straits, and helped to complicate matters; but the heavy arrears to the club-house corporation for rent must have been known to somebody for months. But a debt, even of two thousand dollars, is not insurmountable in a large club; and, doubtless, had no resignations been accepted, and had certain members, and some in official positions, faced the music manfully from the first, instead of bemoaning the discord and the result of the election, and gone to work to do the only thing there was left to do,—help to devise means to wipe out the debt, time would have been gained, and the club would have been found in far better condition to go on when the assessment and subscription were finally matters of record.

That April meeting gave the real friends of the club much hope; there was not a great show of enthusiasm, however, in the weeks following, though there was some display of rather faint-hearted energy in certain directions. More resignations followed; the President was in Europe, and a don't-care-a-bless-you feeling seemed to settle down upon the not a few of the members—though possibly it may have been disgust. Then it all culminated in the action at the June meeting. Here is a partial report of the meeting taken from one of the city papers:

There was a pretty good turnout of members of the Massachusetts Bicycle Club at the meeting last night. There was important business on hand, as the financial condition of the club had reached a critical condition, and it was apparent that the club-house must be given up. In view of the announcement that the club would cease to occupy its present quarters after June 30, Mr. Myers moved that a committee, consisting of W. S. Slocum, Stewart C. Miller, and A. S. Parsons, be appointed with full powers to sell and dispose of property of the club, collect its accounts and sums due, and apply such property or its proceeds, and the sums received, to payment of the liabilities of the club, etc. The motion was carried. Vice-President Salkeld moved that when the club leaves its present building, it disband; and on a standing vote the motion was carried by a vote of twenty-four to twenty. It was voted that the club accept

the kind offer of the Boston Club, tendering the use of its house, and speeches appreciative of its kindness were made by several gentlemen. The financial status of the club was stated as follows: Liabilities, \$1,369.13; assets, \$419.32; total indebtedness, \$949.81.

What will be the final end? I am convinced from conversations had recently with club men that there is little need of disbanding; and that a fair majority of members still on the rolls would vote to continue as a club after paying off the debt and perhaps giving up the club house, if it could be definitely known just what this "feeling" and much talked of "discord" amounts to, and just where it exists. It has even been hinted to me that the idea of dissolution has been quietly "worked" by a small faction in the club for some time, to further their own or others schemes, and "get even" with somebody. I can hardly believe this, however, for he would be base indeed who would be willing to sacrifice such an old and important association as the Massachusetts club to gain personal ends or help a clique. Yet it may be so, in spite of the fact that many who voted to disband voted honestly because it seemed to be the shortest way out of the difficulty. In case a new club should be formed on this basis, it is easy to imagine the "ghoulish glee" with which the old roll would be scanned by the promoters and those members checked for invitations, who, for the sake of club house privileges or otherwise would be willing to go over to the minority, and no questions asked. It would be funny indeed. However, the old club is still breathing faintly, and such surmises are not respectful.

Apropos of the rumors, already in circulation, of another "and a stronger club" to take the place of the departing, it will be well to bear in mind that this can never be the renowned old "Massachusetts" even though the new organization shall snatch from its dead body the glorious name it has borne.

Barely a score of men, out of the seven or eight times that number, representing the present membership, voted to disband. It is true that they represented the majority of those present, but in so important an act as this, would it not have been better to have notified members that the question was coming up, that all might have had the opportunity to cast a vote in deciding the matter? And I am sure that such a vote would have been an emphatic "No."

What will become of the club-house? That is a question which concerns only the club-house corporation, the President of which, it is said, represents a controlling interest in the stock. There are as many rumors afloat regarding it as regarding the future of the club membership, though nothing is known definitely by the public. As time may develop some particularly large and somber-hued cats in this particular meal-bag, let us wait and see. And speaking of cats reminds me of a fiddle string. Was it not Paganini who could draw soulful music from a single string? I think my performance as your correspondent, so far, almost equals his, and I will therefore draw this gruesome measure to a close and throw away my—
STYLUS.

Cycle Notions.—"Perhaps the following few notions may be worth noting. I have had them in use with much benefit for some years:—1. *Rubber Handle Covers*.—These were made for me by Hancock, to slip over the horn handles. Once on—a job requiring some patience—and then covered with leather, they form, to my mind, or, rather, hand, the most comfortable out. They absorb vibration, and, in case of a fall, save the handle-bar and don't get slippery. 2. *Rubber on Step*.—This gives a better foothold than the ordinary step, and with no chance of barking the shin. *Rubber on Brake Spoon*.—This adds much to the effect of the brake and saves both tyre and spoon. I find, if well cemented on, it will last say 2,000 or 3,000 miles, and perhaps more. *To Renew Worn Treadle Rubbers*.—These can be renewed by cementing flat pieces of rubber on, filing down first to get an even surface, a much better foothold is thus obtained than with the round rubber, and I find that the wear is much less, and is, indeed, unappreciable, but then my treadles are made to fit the foot at the sides, so that the foot does not move about. I have used these grip treadles (Garrod's) for seven years, and would not be without them on any account. Makers could easily vulcanize the rubber on both spoon and step."—C. T. C. Gazette.

WHEEL GOSSIP.

The New Haven Club has 103 members.

The Vermont Wheelmen are holding their annual meeting at Montpelier to-day.

The citizens of Springfield, O., gave Mr. T. J. Kirkpatrick a banquet, on his return from St. Louis.

Percy Stone and Hal Greenwood are arranging a match road-race from St. Louis to DeSoto, and return.

G. Lacy Hillier announces his intention of coming to this country at the first opportunity that presents itself.

Fred Wood has been doing some fast work in Australia. At Adelaide, on April 16, Wood rode one mile in 2m. 40 $\frac{1}{4}$ s.

Fred Wood has captured a world's grass record in Australia, by riding a mile in 2m. 45 2-5s., retiring Hillier's 2:51.

Bicycling is rapidly coming to the front in Spain. In May, a two days' tournament was held in Madrid. Over 2,000 people were present.

An Englishman, Mr. R. E. Phillips, an authority on wheel mechanics, has at last perfected an electrical timing apparatus which has proved a success.

A Star rider writes that the best way of treating bellicose dogs is to get them into proper position and then sail calmly over them. This is said to effect a permanent cure.

The wheel columns are commencing to publish Rowe's fast practice spins. The fastest bit of work yet credited to him is 46 2-5s. for a lap, or 2m. 19. 1-5s. for a mile.

Leeming, the English professional, who visited America a year or two since, remarks to a reporter of the *Athletic News*, that there is not a track in England, judged from an American standpoint.

John S. Prince has arranged for a tournament to be held at Omaha on June 25 and 26. Several amateur and professional events will be decided. Entries close June 24 with J. S. Prince, Omaha, Nebraska.

There will be no professional bicycle races on Boston Common, July 4. The appropriation, \$275, will be distributed as follows: One-mile novice race, two-mile amateur, one-mile tricycle, two-mile lap, three miles.

Mr. W. McCandlish, co-editor of *Wheeling*, is being congratulated that he was the only man to give the finish of the first three horses in the Derby. A number of wheelmen got odds of fifty to one on the winner, Merry Hampton.

Ralph Temple, of the American team, met with a painful accident on June 7. While going at full speed on the Coventry track his machine broke under him, and he was thrown heavily to the ground. He was severely cut and bruised.

The Springfield Club talks of a tournament on July 4. It is said that the members favor a two days' tournament, to be held in the Fall. At a late club meeting it was decided to present a testimonial to Mr. Ducker before he leaves Springfield.

The Olympic Athletic Club will hold its annual games on Saturday afternoon, at the Manhattan Grounds, Eighty-sixth street and Eighth avenue. Besides a fine list of athletic events, a team bicycle race will be contested. Admission twenty-five and fifty cents.

Scorching after heavy meals—A gentleman fell dead off his tricycle, at Sidcup, Kent, England, recently, and the medical verdict was that the heart and other vital organs were perfectly healthy, and that death was caused by syncope, the result of over-exertion in riding after partaking of a heavy meal.

Two bicycle events were decided at Queens, Long Island, on Saturday last. Summary: One-mile bicycle race—J. W. Whitson, Mercury Wheel Club, 3m. 44s.; G. A. Wieners, 3m. 46 1-2s.; R. A. Kissam, Queens A. A. A., 3m. 49 3-4s. Two miles' bicycle race—J. W. Whitson, 7m. 53 1-2s.; C. A. Wieners, 7m. 53 5-8s.; R. A. Kissam, did not finish.

We have received the programme of the League of American Wheelmen's Meet, which took place at St. Louis on May 20 and 21. This is one of the best things that even America has produced in connection with cycling. The printing is superb,

and the illustrations are full of *grotesquerie*. Nothing like it has been seen in this country. Hail, Columbia!—*Wheeling*,

We are glad to note that Burtley Ayers is again at the head of the Transportation Committee. Evidently there was a love feast at St. Louis. Mr. J. R. Dunn has been appointed Chairman of the Membership, a well-earned recognition, and Brooklyn will rejoice over the appointment of Mr. Luscomb to the Chairmanship of the Rights and Privileges Committee.

The L. A. W. Racing Board has decreed that as it claims no control of road racing, amateurs and professionals may ride together, and do what they like on the highway. There is a reason for this ruling, but we think it a mistake nevertheless, and that the English Union does far better to keep its eye on the crowd, though it does not encourage or sanction road racing.—*The Cyclist*.

Great interest is manifested by the members of the Lynn Cycle Club in the club road-race to be held June 17, the occasion of its anniversary. There will be about twelve prizes, and the prospect is that nearly one-half of the members will enter. Two courses, one twelve and the other fifteen miles, have been laid out, both being over Swampscott, Salem and Marblehead roads, and one of these will soon be decided upon.

A two-mile bicycle race was decided at the New York Athletic Club Games last Saturday afternoon. W. S. Gilson, New York City, 150 yards won by 100 yards in 6m. 35 2-5s. Gilson is a fast rider and should not have received more than sixty yards start. J. W. Powers, Harlem Wheelmen, rode second from scratch. H. L. Powers, 110 yards and W. I. Halsted, fifty yards, both of the H. W., had a nip and tuck race for third place, Powers winning by a nose.

An important suit has been brought in the New Jersey Court of Chancery by Benjamin B. Peale, a Camden lawyer, on behalf of George W. Pressy of Hammonton, Atlantic county, against Senator H. B. Smith of Smithville, Burlington county. Mr. Pressy, who claims to be the inventor and patentee of the American Star bicycle, sues for a royalty on every machine now in use. Senator Smith is the manufacturer of the Star bicycle, and his extensive works at Smithville furnish employment to several hundred hands. The result of the suit is of interest to every owner of a Star bicycle.—*Ex.*

Programme of races for the Meet of the California Division at Santa Cruz, July 2, 3, 4: One-mile, novice; one-mile, League of American Wheelmen, State championship; ten-mile League of American Wheelmen, State championship; two-mile, League of American Wheelmen, national championship; half-mile dash; one-mile handicap; three-mile handicap; five-mile handicap; one hundred-yard slow race and competitive exhibition of fancy riding. The location of the State championships have yet to be approved by the Racing Board. The ten-mile national has not yet been assigned to this Division, but it has been asked for, and it is not likely that it will be refused.

Up to May 31 the following have registered for F. A. Elwell's Canadian tour: H. D. Cahill, E. S. Kennard, F. A. Elwell, R. F. Sawyer, C. C. Tukesbury, F. E. Warren, J. B. Moore, all of Portland, Me.; E. G. Whitney and E. P. G. Morton, Boston, Mass.; G. G. Tyler, Baltimore, Md.; W. A. McLaughlan and George Robertson, St. John, N. B.; Junius E. Beal and friend, Ann Arbor, Mich.; F. W. Davis, Hartford, Ct.; W. S. Mills, Naugatuck, Ct.; F. H. Messer, Stoneham, Mass.; G. E. Cain, Franklin, Mass.; F. J. Arnold, Waterville, Mass.; Park G. Dingley, Lewiston, Me.; Marcus Moses, Talliposis, O.; F. H. Douglass, Brooklyn, N. Y.; C. W. Flanders, Malden, Mass.

"We hear from those Transatlantic shores that Mrs. Goodsall, the lady superintendent of Vassar College, has taken to riding a tricycle in emulation of Dr. Hall, the principal. And 'THE WHEEL' relates how two 'girls undergraduates' from Wellesley College visited the Columbia Agency the other day and bought a tandem for the use of themselves and their sister students. If this sensible course of conduct is persevered in, the old well-known outcry will soon cease, that women are cultivating their brains to the injury of their bodily health, and that the coming type of womanhood is to be a thing learned in squaring the circle and digging up Sanscrit roots; but reduced, as to the means of active exertion, to a Bath chair and crutches!"—VIOLET LORNE.

The Lynn Cycle Track Association held a meeting Friday evening, and the committee reported the Memorial Day meeting to be a grand financial success, and that it far exceeded the anticipations of the association. There will be a meeting on the afternoon of July 4, and the following events have been arranged: One-mile novice, three-mile professional handicap; two-mile tandem tricycle, amateur; one-mile run and ride; two laps for boys, which will be especially for boys between nine and twelve years; two-mile professional handicap; three-mile amateur handicap. The above races will be run under L. A. W. rules. On Saturday afternoon, July 9, the association will hold a series of sports, such as running, walking, jumping, pole-vaulting, etc., and suitable prizes will be awarded. This will be the grand windup of Fourth of July week.

An agent of the Kempster Rowing Tricycle Company of Boston was in Springfield on Friday, engaging the bicycle track for a race or a series of races on his machines. He proposes to bring here Oarsmen Ten Eyck, Hosmer, Teemer, Wallace Ross, Bubeat, Hamm and McKay, equip them with machines and put them through a set of races on Hampden Park for money prizes. It will be a veritable dry land regatta. Hanlan and Gaudaur will also be produced, one as referee and one as starter, but it is impossible to get them to pull against each other. The oarsman sits on a sliding seat between the large wheels of the tricycle, his feet in the steering shoes, which act directly on the small front wheel. He grasps the oar handles on either side and pulls. The action is said to be an exact pattern of a shell, and the prominent oarsmen who have tried the machine are much pleased with it. A mile in 2m. 30s. is promised.—*Boston Herald*.

Poor Mr. Stevens.—The *Natal Mercury*, which is presumably an English journal, prints the following about Thomas Stevens: "However, he continued his bicycling round the world by going in a steamer to Japan, and thence by Pacific Mail steamer to San Francisco, no doubt keeping up the bicycling across the Pacific Ocean. Now, there is no reason why a person traveling for amusement round the world should not take with him a bicycle any more than why he should take a cake of Pears' soap; but the one feat is, about as good a subject of brag as the other. The whole thing is evidently only a piece of cheap notoriety, and it really seems a pity that the public should be so ridiculously misled. It is time that people became alive to the nature of mild sensations of this description, which consist for the most part of departures amid the cheers of the populace, and returns with the applause of the newspapers. What takes place in the *interim* depends very greatly upon the imagination of the traveller."

MOBILE (ALA.) MATTERS.

For a city of 30,000 inhabitants, Mobile has not cut much of a figure in the cycling world, but now the ball has been set agoing and she promises to be heard from in the future.

On the evening of the 6th inst. a club with thirteen members was organized and the following officers elected: J. W. Thorp, President; J. S. Barrett, Vice-President; J. A. Welsh, Secretary and Treasurer; Mr. W. W. Crane of the New Orleans Bicycle Club was present and rendered valuable assistance. The club will join the League in a body.

The selection of Mr. Thorp for President was wise indeed. He is no novice, and, being on the staff of the *Register*, one of Mobile's dailies, and also correspondent of the New Orleans *Times-Democrat*, he is in a position to do the cause much good.

There is a shell road leading out of the city from which cyclers are barred, and it is the intention of the club to test the legality of this in the courts, as the road in question is one of the city's few really good highways. It is possible that an Alabama case, similar to the famous North Carolina case, will be the outcome.

A rider calling himself Victor Friend, and claiming to be the champion of New York and Pennsylvania, made his appearance in the city, and on the night of the 8th gave a very poor exhibition of trick and fancy riding at the Princess Theatre. The audience was thoroughly disgusted as the fellow's tricks are easily surpassed by many of the small boys on the streets. B.

MINNEAPOLIS ITEMS.

JUNE 7, 1887.

I have an unfortunate termination to the Minneapolis Bicycle Club's run of last Tuesday evening to chronicle. Near "Minnehaha," Mr. Leland, of Leland & Waring, took a bad header, breaking his arm. At first it was thought not serious, and he attempted to walk back, but fortunately was able to find a carriage going towards the city. This morning he is reported better and saying he is not cured of riding and hopes to be at it again in a few days. Any one at all prejudiced against bicycle riding would make the above occurrence a text for a lengthy sermon on the evils of bicycles, and discourse much after the manner of a certain doctor in this city.

"Those bicycles are dangerous things," said the doctor, "I know a young man that purchased a bottle of medicine and mounted his wheel to ride home. On the way he took a header and the bottle was broken. An artery was severed by the broken glass and he bled to death. Another rider ran into a lamp-post"—but at this point he was called away, and his hearers left to imagine for themselves all the sickening details of the encounter with the lamp-post.

Such birds of ill-omen, by their croakings, do much injury to a healthy sport, and in refreshing contrast to them stand out several of the dignified clergymen that have been attending the Baptist Convention in this city the past week. Several of them took long runs around the city, and are loud in praise of the wheel. Among them may be mentioned Rev. G. A. Pope, of Westerly, R. I., a brother of Col. A. Pope, Rev. A. J. Hovey, of Stoneham, Mass., Rev. G. H. Starzing, of Rossville, Iowa, and Rev. H. F. Titus, of Newton, Mass.

One of the delegates tells how he came out triumphantly when some members of his churches—he having charge of two—objected to the bicycle's use. "All right," said he, "buy me a horse and buggy and I'll give up the bicycle." After a consultation as to the cost of a horse and buggy and its keeping, they announced to him that they had given the matter earnest consideration, and found a bicycle full as holy as a horse and buggy. He still rides, and no one objects.

The State meet will be held in this city this year, and if anything is to be done about a track it is high time to commence. One member of the Minneapolis club offers to build the fence—not a small item—if ground for a track is secured. Long runs continue, and three of the Minneapolis Club rode to Farmington, Saturday evening, one of them making the distance, thirty-one miles, in 2h. 50m., best yet on that road by over half an hour. Three other members broke the road record from Excelsior yesterday, making twenty and a half miles in 1h. 40m., but the strong wind blowing at their backs must have greatly aided them.

The Winona Bicycle Club has elected W. D. Chandler, Captain; J. F. Masfield having resigned from that position.

Rainy weather to-day—Memorial Day—interferes with proposed runs, as wheelmen usually take advantage of the afternoons being a half-holiday.

A Columbia Lt. Roadster Tricycle and Tandem, have both made their appearance in the city, and are things of beauty. The steering with its link connection, is especially neat, and the mode of applying brakes both fore and aft. The whole machine looks immensely strong and up to any amount of work.

To-day I can speak with more reliability of the New Rapid's mounts, as yesterday, I put one through some thirteen miles work over roads of various sorts, and found it behaved admirably. I mounted at about three P.M., and went bowling down to Minnehaha over roads left muddy and rough by the morning's rain, and before a young cyclone that at times threatened to take rider, wheel and all, and land them in a heap at the roadside. Few wheelmen were out, as the prospects of facing such a wind back were not enticing. After viewing the fall—very beautiful at this time of the year, when a good deal of water is running over—two of us started back, taking a lower road, and at right angles, fortunately, to the wind, now at its height. Here the spade-handles and long cranks

came into full play, and for some five miles it was like climbing one steady grade. The wind blew so that one could lean against it as against a solid body, and with no let-up till I got where houses were thicker. It proved too much for the younger rider, who rode a machine not as easy to manage as my mount, and the last I saw of him he was about a mile in the rear, still pumping away. Well, I made as thorough a test of the wheel as one afternoon would allow of trying it in sand, across rough and rutty places, up-hill and down hill, with one fine coast—and have nothing but praise for it. There is an ease of running, and promptness in responding to every ounce of pressure that I have not yet noticed in other mounts I have tried. If this be advertising, why strike it out—but my experience may be of use to other riders not having a chance to test the '87 pattern.

Committees from the Mercury, Minneapolis, and Caledonian clubs have been appointed for some time to confer concerning a track, but they "make haste slowly," and I fear the coming season will find us trackless as ever.

Mr. Leland is riding again, nearly as well as ever, and the reported broken arm turns out to have been nothing but a severe sprain. He is lucky to get off as easily as that.

As the time for the tour approaches, wheelmen's thoughts eagerly turn in that direction, and those like myself, unable to attend, can only possess their souls in patience, putting in their little twelve hour's work per day, contented (?) with an occasional ride before breakfast or a Sunday morning run. Verily, virtue is its own reward, with a vengeance. This philosophic, not to say pessimistic view of things, is called forth by the sight of a procession of sixteen wheelmen sailing by the door, looking very cool and comfortable in their natty blue suits, while I am fated to work till too late for club runs. Needless to say I'm strongly in favor of the early-closing movement.

I was sorry this morning to notice in the advertising columns of a paper, that should be above admitting that sort of thing, a palpable fling at the machine "with the little wheel in front," presumably the Star. Although I don't ride a Star at present, and do not expect to change again in the natural course of events, yet my year's experience on that make of wheel has so many pleasant things about it to look back upon, that I retain a very kindly feeling toward the Star, and readily admit its many good points. Faulty as the first machines undoubtedly were, the makers deserve great credit for the plucky way they have expended time and money in perfecting the wheel, and giving wheelmen to-day a mount as far removed from the earlier patterns as any modern light roadster from the ancient bone-shaker. If the earlier makes had been equal to the present patterns, doubtless I should still be pumping away at a pair of levers, instead of progressing by rotating six-inch cranks.

How any man can let personal rancor and ill-feeling so far run away with him as to rush into print with the intention of getting even with manufacturers of a wheel he does not like, is beyond me to understand, but I may not be progressive enough for that.

A competitive maker that resorted to that style of advertising, would in the long run injure his own cause in the sight of fair-minded readers, and what is true of a corporation applies with equal force to an individual.

Let me give the devil his due, and for once speak favorably of the American Preparator's enterprise in clipping an account of the Clarksville Road Race, and getting it to this part of the country in advance of any competitors. It was the first extended account we had seen, though our little division did contain a considerably condensed summary of the order things went off in. I am moved to inquire where all the special St. Louis correspondents were? Did they visit the brewery once too often, or were the other duties of entertaining visitors too onerous to admit of taking notes? Rather than have an anxious world kept in suspense so long, and for a consideration, I would have sacrificed business and gone down and reported it myself. But this generous offer comes too late. Another year let us take warning, and be well provided. By the way, what has become of that small but promising child, the *Wheel News*? Did it die an early death, or have the duties of tour-master overpowered those of its editor? I had received two copies, and begun to eagerly look forward for its bi-weekly coming, but since those two I've looked in vain. Am I the only one forgotten, or one of a vast army of disappointed readers? Yours questioninglly, L. B. G.

KENTUCKY KRONICLES.

A gentleman living in the suburbs, where high street-car rates prevail, says his wheel has saved its cost twice since he as been riding to business and he is worthy of belief, too.

The Safety cranks were all up at Hanauer's last week trying the new Victor Safety. They succeeded in banging it up considerably.

A reporter on the daily press of Cincinnati persists in alluding to wheelmen, everytime he writes up a prejudiced account of their numerous Kentucky difficulties with the the road hog, as the "fiends." The "fiends" will remember this reporter, and the paper he writes for, by declining to subscribe.

The pistol and the boycott seem to be the only things that a Kentucky milkman are afraid of. One is lawful and the other isn't. Both can be used. A word to the wise, etc.

Again the man from Kaintuck ambleth forth with a tale of blood and woe. This time it is a milkman of the aggressive sort who wishes to be the hero of a magistrate's court and the defendant in a civil suit for damages.

Last Saturday morning Mr. A. M. Watcher, of Covington, started for a trip down the old Lexington Pike with Mr. Chas. Croninger for a companion. All went well until the tourists got within half a mile of Erlanger, seven miles out, when a milkman named B. Drinkenberg, who must for the nonce have changed his name to Drinkenbeer or Drinkenblood, came driving along the pike with a crowbait mare, dragging a wagon in which were planted some cans containing several gallons of chalk and water, to be dispensed in small doses to the suffering dyspeptics of Covington. Watcher and Croninger were on the right of the right hand wagon-track, and suspecting nothing, rode up to the rig, when the cowardly foreigner, therein seated, jerked his crowbait square over into the path of the wheelmen. There was a crash, a jump, and a horse was seen tangled up in the web-like spokes of a bicycle, while an irate wheelman danced around in anguish, and hunted for bricks and things to heave at the big drunkard in the wagon. He would have been soundly thrashed if he had not whipped up his horse and posted for town at a gallop. Mr. Watcher gathered up his wheel and carried it to the Southern Railway station at Erlanger, full half a mile, and deposited it in the baggage car, while Croninger bade him adieu and flew on towards Cynthiana.

Mr. Watcher returned to town, put his wheel in the hands of a repairer, and immediately proceeded to his lawyer's and had a warrant issued for the arrest of the dastard. Up to this writing Drinkenberg had not been arrested, but the C. K. C. (Constable Kenton County) who has the warrant will have no doubt served it by Monday morning.

Watcher will prosecute Drinkenberg to the last notch, as this thing is getting entirely too frequent.

Everyone says that Hand, the other coward, who pursues wheelmen with intent to demolish, was let off too easy the last time and so this man will not be dropped until he has been made to pay the penalty of a cowardly assault on an innocent passer-by.

It is time something was done in these matters. The League could show its usefulness very creditably here, but, though appealed to, nothing but long type written explanations of "how to proceed" have been received. The boys know how to proceed, but they want moral and substantial support from the parent body of wheelmen.

Nothing would make more members for the Kentucky Division right now than a successful civil damage suit against some of these hogs.

The same trouble is met with all over the State. The offending parties are assessed a small fine and that ends it. The broken wheels and spoiled clothes and ruined vacations and sore bones are still there.

The Kenton Wheel Club has retained Mr. W. McD. Shaw, a prominent young attorney of Covington, to prosecute this Drinkenberg, and every effort will be made to stop the collisions now occurring almost daily.

Several members of the Kenton Wheel Club went down to Cynthiana last Saturday night, via the Kentucky Central Railway, and, the next day, took in Blue Lick Springs on their wheels in company with a number of Cynthiana boys, returning by rail Sunday night.

Some trouble was experienced in getting the baggage master to take the wheels aboard the train as the boys, one and all, forgot to bring along their League tickets.

Messrs. Hanauer, Willison, Parshall, and Ed. Croninger made up the party. NORR.

JONAH'S JERSEY JOTTINGS.

Now that Billy Chester and myself have put into execution our long cherished scheme and established the Manhattan Wheel Exchange at 49 Cortlandt Street, New York, for the sale of second hand cycles on commission, I suppose that you will expect that I will fill this column with "puffs" to the exclusion of legitimate cycling news. If you think so, you are dead wrong. I am a great believer in the efficacy of printer's ink and lots of it, but I believe in paying for it honestly, so that all I have to say to you on this subject, and I shall have a great deal, will be found in the advertising columns of THE WHEEL. Our friends have been very good to us, and our prospects for success are bright. We have on excellent location on a busy thoroughfare and plenty of room, as we have the whole second floor, embracing some 1,250 square feet. Our inquiries for wheels (thanks to advertising and our friends) have been numerous and all we want now are machines to supply them. And now if Brother Prial thinks that, under the false pretenses of denouncing free puffs, I have glaringly inserted one, he is welcome to mark this paragraph (**) and send me a bill for the space at our contract rates. And if I have got to pay for this I may as well add that we are also agent for the Humber and Sparkbrook bicycles, crippers, and tandems and the Rover Safeties. [We will let this pass, Jonah. "First offence, yer know."Ed]

* *

In a postscript last week I told you of the completion of the preliminary arrangement for the tournament at Roseville on the Fourth of July in connection with the annual meet of the Jersey Division at Orange. The committee, of which Captain Porter of the Orange Wanderers is chairman, I understand, are hard at work. I have heard nothing of the programme, but with such men in charge everyone can rely on its being varied and comprehensive enough to suit all. The boys have been crying for a race meet and now that they are to have one let them bend their energies to making it a success. A good start off will be a big advertisement and will encourage the N. J. C. and A. A., and the clubs in this neighborhood to cater to the local craving for path honors.

As I was toiling up the long hill on the Irvington-Milburn road one day a tricycle coasted by me like the wind. In a little chair rigged in front, was strapped a youngster of three years. Parent and child seemed to be having a fine time and seemed oblivious of any possible danger. Speaking of strange "luggage" reminds me of Blake Bonnett's carryall tricycle. Now, Blake is a farmer, though his residence is in Elizabeth. A year or two ago the Elizabeth Wheelmen bought an old meteor sociable for the use of associate members. It was a clumsy heavy rattletap, and soon ate its head off in repairs from the hard usage it received. Blake paid the balance on the bill and scooped it in. The boys waited. For several months a pair of farm "hayseeds" developed their calves by it enormously. Then it disappeared and the boys again waited. Next it became a single tricycle through Blake's tinkering. He uses it now for a produce cart between the farm and the house. The thing is festooned with baskets and tackle and to see Blake pound it along over the country road with a ton or so of produce aboard is a treat. I went down to the farm to see him one day. I rode Shanks' mare. When he started for home I started also in the old-fashioned way afoot. "Get in, Jonah," he said, "what's the use of walking when you can ride?" I looked at Blake, the big load of "sundries," and the "milk wagon," as we boys call it. I mounted the axle and held onto his shoulders. The distance to his house is a mile and a quarter and most of the road is bad. We arrived there in eight minutes, beating the best road time on record for this type of machine. There is undoubtedly, however, only one of the type.

I have a great deal to say about Blake in this column, I know. But he is a prominent figure in this locality. Once a rabid horseman, he was converted to cycling by a beating his son Louis gave his pet nag from Elizabeth to Orange. Now all the horses, save those required for farm use, have been sold. In his stable in their stead may now be seen a Humber cripper, a Royal Salvo sociable, a Victor three-track, the "milk wagon" trike, a Columbia Expert, and two special Stars, all but one of which are owned and ridden by the five riders in his family. He is an enthusiastic champion of the wheel as against the horse, and his earnest

"missionary work" has brought as many "converts" as any of the workers can boast of in Elizabeth.

That live little club, the Union County Wheelmen, have laid out a big programme for the Fourth. They will have a parade in Westfield in the morning, and will ride thence to the meet at Orange and the races at Roseville. At the latter they will decide their one-mile club championship, the prizes being a handsome medal for "keeps."

The Canadian tour of the Ilderans is exciting considerable interest in these parts. It will do much to enhance the reputation for enterprise already enjoyed by that club. Tommy Burnet and Al. Farrington, of the U. C. W., will probably be among the tourists.

The U. C. W. are preparing to furnish their club-house, now almost completed. By the way, they too have a "coming man" in Rhett, almost a novice. You may recollect my mentioning his juggling of 100 lb. dumb bells in speaking of the Elizabeth Athletic Club gymnastic exhibition some weeks ago. He is a powerfully made young man, weight, about one hundred and seventy, and height, say five feet ten inches. They say that the crack long distance runners of the club have failed to tire him or leave him behind in extended jaunts. He will probably be in the team next Fall.

In comparison with the elegant structures now completed and in course of erection for the big bicycle clubs of the country that of the Elizabeth Wheelmen, which was "warmed" on Tuesday night with appropriate exercises, is the veriest shanty. It has, however, a pretty little club room, and wheel locker, and wash rooms, and as the Elizabeth boys being poor very sensibly have no hankering after the earth, it will do very well until the sun of financial prosperity shines more brightly for them.

At eight o'clock every inch of space in the wheel and club rooms was occupied by pretty girls and enthusiastic wheelmen, staid mamas and dignified heads of families, ministers, lawyers, and doctors, even these, among whom even not a few devotees of the cycle. Many pictures in the club room and flags in the wheel room made sufficient decoration.

President Clapp welcomed the guests gracefully and with not a little oratorical success. Then the Amphion Instrumental Society's quartette served up a little symphony, or something or other, of Beethoven, after which the Rev. Mr. Cunningham, a local tricyclist, was introduced.

The reverend gentlemen told some of his cycling experiences, praised the wheel as an agent for moral and physical good, and described some of the delights of his trip with the clerical wheelmen last season.

After the Schubert Vocal Quartette had emitted some very choice melody, Around-the-World Stevens was introduced. He received a rousing welcome, and it was some minutes before he was allowed to proceed. I never heard Tom lecture, but if he can speak half as well from the platform, or create half the enthusiasm and laughter he did by his impromptu remarks, we can forgive the delivery, of which the hypercritics complain. His hits were brimful of wit, and were thoroughly enjoyed, even though many of them were at the expense of Jersey in general and Elizabeth in particular. His modesty and good taste impressed all, and if the sale of fifty copies of "Around the World on a Bicycle" does not reward him for the entertainment he gave, then his hearers have no gratitude in their hearts.

Chief Consul Cooley had something to say about the league in N. J., its size and work, and a few remarks about Ex-Chief Consul Brown's experiences with the St. Louis ladies, to the latter gentleman's great confusion. Later on, however, he recovered sufficiently to fire back a little and, incidentally, to speak of the boundless hospitality of St. Louis wheelmen.

After a beautiful flag, with the L. A. W. emblem and of the club colors, the gift and workmanship of Mrs. D. B. Bonnett, a very active member, had been gracefully presented and accepted, refreshments were served, and for an hour the guests lingered, while the boys got in their fine missionary work for the League, the club, and themselves.

Brunner, Moore, Pierson, Irving, Farrington and Burnet are the entries so far for the U. C. W. mile championship race at Roseville on the Fourth. The boys think that Pierson will win, with Burnet or Moore second, though Brunner is a dark horse.

JONAH.

THEY DID IT.

BROOKLYN TO PATCHOGUE AND RETURN ON A TANDEM.

Every member of the Ilderan Bicycle Club who asked Treasurer Miller what his plans were for Saturday afternoon, the 11th inst., looked incredulous, then smiled, as he cheerfully responded, "Going to 'float' to Patchogue, my dear boy, on the tandem." Some even boldly asserted that he was crazy and hinted at the delightful attractions which Hempstead offered for a night's sojourn. Having asked Lieutenant Hall, otherwise "Eddie," to be his companion in misery, the plucky adventurers were pleased to find six of their club mates, at one-thirty P. M., ready to make the journey with them. As they left the club-house we saw disappeared from view our "Royal Crescent" mounted heroes W. F. Miller and E. L. Hall, Captain W. J. Savoye, H. C. Mettler, J. W. Schoefer, J. F. Borland, N. Rogers and J. L. Warren. The scheduled gain of eight miles per hour brought them to Hempstead via the Eastern Boulevard, Jamaica Plank Road, and Hempstead Pike by half-past four o'clock. This portion of the trip was disastrous to the last named member, who broke the backbone of his wheel close to the head, while passing through East New York. Fortunately he could make a quick train connection to Brooklyn, which he took advantage of, and hiring a wheel, rejoined the party at Hempstead. At the latter point the vexed question arose as to the best route to the South Shore road. Yielding to the advice of one who had "gone over it before," (on a bicycle) the Merrick route was chosen. Hempstead, four-thirty!! Babylon, eight-thirty!! What language more eloquent? What words more vivid to picture the true force of the terrific struggle—a struggle alike with sand holes and empty stomachs. We have heard of racing men "eating" the track beneath their shimmering wheels, but when a struggling, panting pair of tourists would fain dismount and feast upon the beds of sand that endless seemed, then can we picture the nine o'clock dinner scene at the Babylon Hotel.

Remembering the doubting ones at home, probably at that moment discussing their fate in the comfortable club parlors, they started at 9:30 to pierce the nineteen miles of darkness between them and their destination. The quiet of the night was only broken by the shout of warning as the leader "bumped" over protruding roots, dodged unwelcome branches or struggled with the occasional patches of sand. Sunday morning was upon them before they climbed "Purgatory" Hill, and aroused the old gentleman after whom Roe's Hotel assumes its name, Patchogue, at last—but must they not apologize to their host for the untimely arrival. The neat little speech of explanation with which one of the party had loaded himself and was on the point of firing, was cut short by an unintelligible remark from the object of their solicitation. Although but a word of four letters it required the deepest research on the part of the Professor to trace its origin, but he informed the rest of the party the next day that it was, equivalent to the modern expression, "Nonsense!"

Thus ended the great trip of the day, and as far as could be learned the only record of a tandem having been ridden from Brooklyn to Patchogue. The return trip on Sunday, started at ten o'clock A.M. and ended at the Club House on Lincoln Place at eleven P.M. The northern route, i.e., via Jericho, was chosen, and was found better adapted for tricycle work. Many of the members awaited their arrival and heartily congratulated them on the successful termination of their determined ride. To some of the readers of THE WHEEL this brief summary of a one hundred and twenty-five miles journey may seem disjointed and lacking in detail, and to them we can only explain that the vast majority of the Long Island roads, though miserable in themselves, are bounded by narrow side paths splendidly adapted to bicycle riding. It therefore becomes simply a matter of hard work to push a tricycle over them, which accounts for the few records we have of such trips. Let not the description of this trip deter the bicyclist from a ride over the rolling Jericho Pike or the magnificent side paths of the South Shore Road, but lest some adventurous spirits should attempt the ride *a la tandem*, let me sound a note of warning by

quoting from our friend E. L. Hall: "if somebody were to lay a two hundred dollar bill before me I wouldn't do that again."

The Ilderan's Canadian tour is an assured success, and those who embrace the opportunity hereafter will simply serve to make a larger and jollier party. Manager Calkins has shown me a draft of his time card. It is in the shape of a pocket edition, and besides a complete synopsis of each day's work, will contain a map of the section travelled through and a full list of the tourists. It will also serve as a pleasing souvenir.

We hear on every side comments upon the large amount of tricycling indulged in by the women of Brooklyn in comparison with previous years. For the existence of this decidedly healthful sentiment we are truly indebted to the veteran wheelman, Charles Schwalback. His business enterprise has placed within the reach of Brooklyn's citizen the pleasures and advantages of this sport by having in stock for rental both single tricycles and tandems of the latest styles. That this is a boon to many who cannot afford the outlay necessary to buy one of these machines, is seen by a visit to his place on any pleasant Saturday afternoon or Sunday.

Harry Hall, they all call him that, is pushing with his accustomed enterprise the Spring Race Meet of the Kings County Wheelmen. The list of events is advertised elsewhere, but so famous have the recurring meets of this club become that one scarcely scans the list unless personally interested, knowing that anything under the auspices of the K. C. W. means success in the fullest sense of the word. The development of several "dark horses" is looked for on this occasion. The wheeling interests of Brooklyn demand that we should all attend. ALBERT.

NEW YORK STATE DIVISION MEET.

The officers of this Division met in this city on Wednesday evening, June 15. The meeting lasted from 8:30 to 12 o'clock; much business was accomplished, an earnest spurt to advance and elevate cycling was evinced, and altogether the meeting may be considered the most important yet held.

Members present, Messrs. Bidwell, C. C., Austin, Secretary-Treasurers, De Graaf, Beckwith, Barkman, Greenman, Adams, Share, Reynolds, Adriance, Luscomb, Bingham, Egan and Schriver. Committees appointed by C. C.—Rules and Regulations: Luscomb, Clapp and Butler. Rights and Privileges: Potter, Share and Jones, Tanning, Barkman, Bull and DeGraaf. Finance and Auditing: Gulick, Loucks and Adriance.

The Roads and Improvements Committee did not report. The Rules and Regulations Committee, per Mr. Luscomb, reported a proposed amendment to the By-Laws, and on motion it was decided that a special committee be created to be present at the Court of the annual and decide which ballots shall be accepted and which rejected.

The State Camp Committee, per Mr. Bidwell, reported at length; all of which went to prove that a genuine camp was impossible, unless both camp and caterer were brought from New York, and in this case the Division would have to guarantee up to \$1,200. The members felt that the Division was in no condition to even risk the loss of so much money, and the matter of a camp was dropped, for this year. As a substitute, it was decided to hold the annual Fall meeting at some watering place, to extend over two or three days. The following committee was appointed: Messrs. Egan, Greenman and Reynolds. It is probable that the Meet will be held at the Cooper House, Cooperstown, N. Y., early in September.

The action of the C. C. in making an attempt through the legislature to open the Park and obtain legal recognition for wheelmen upon public highways was endorsed, and all expenses connected with the R. and P. bill were ordered to be paid.

The R. and P. committee were instructed to "look into" the ordinance just passed by the Board of Aldermen, compelling wheelmen to carry lamp and bell after dark.

It was decided, in view of the unusual expenses incurred by the Rights and Privileges bill and the publication of the road book, that the C. C. be empowered to issue a call for voluntary subscriptions. The meeting then adjourned.

CITIZENS BICYCLE CLUB.

The sixtieth monthly meeting will be held at the club-house, on Monday evening, June 20, at eight o'clock. Applications for active membership have been received from Messrs. Aquilla B. Rich, 106 and 108 Fulton street, N. Y., proposed by Elliott Mason; seconded by N. M. Beckwith, and Brooks H. Wells, M. D., 72 West 45th street, proposed by Elliott Mason; seconded by Thos. C. Smith.

A handsome prize billiard cue will be presented to Mr. Charles F. Terhune, the winner of the Club Pool Championship.

Five years ago, on the first day of this "leafy month of June" and roses, the Citizens Bicycle Club was organized by thirteen enthusiastic wheelmen, who builded better than they knew. At the close of the meeting to be held on the 20th inst., the occasion of this fifth anniversary of our birthday, will be appropriately celebrated by a combination "Smoker" and Strawberry Festival.

The number thirteen seems to be peculiarly associated with the "Citizens Bicycle Club," which contains thirteen letters. The thirteen charter members met to organize at No. 7 West 42d street, (7x4x2=13). The first club-house built was 313 West 58th street, (5x8=13), and our present quarters in West Sixtieth street, (No. 26), are a double thirteen and the house contains thirteen rooms, has thirteen windows in the rear, and had thirteen in the front till one in the basement was altered into a door-way. The total of members of all classes who had been elected by the club, up to the date of last meeting, was one hundred and sixty-nine (13x13), and the present membership of one hundred and thirty is composed of twenty-six (2x13) non-resident, and one hundred and four (8x13) active members, who entrust the management of affairs to thirteen officers.

KNIGHT L. CLAPP, Secretary.

THE RIGHTS AND PRIVILEGES BILL.

HEARING BEFORE THE GOVERNOR.

About seventy-five wheelmen crowded the executive chamber at Albany, on Tuesday afternoon, to listen to the arguments for and against the Rights and Privileges bill. There were few very young wheelmen, and as a body, they must have impressed the Governor favorably. Between fifteen and twenty of the wheelmen present were from New York City. The hearing was set for four, but it did not commence till five, and lasted till after six o'clock.

Assistant Corporation Counsel Scott opened fire on the bill by saying that while affecting all the roads, highways and public thoroughfares in the State its main object was to deprive the Park Commissioners of New York of power to regulate the use of bicycles and tricycles in Central Park. It would compel them to admit bicycles in the Park just as carriages are admitted, and would be a serious attack upon the power of local officials. Mr. Scott, in a facetious strain, spoke of the danger an inexperienced wheelman would create in a crowded Park drive. The safety of other patrons of the Park demanded, he said, that the use of bicycles be regulated, and it was wrong to take away from the Commissioners all power to do so. The bill was crudely drawn. Under it no restraint could be put upon the use of junk carts, wheelbarrows and baby carriages, even in the streets.

"Can't baby carriages go in the street now?" asked the bachelor Governor in surprise.

"It is very doubtful," replied Mr. Scott, with a smile.

Park Commissioner Crimmins objected to the bill in a moderate way. He said the Board had given wheelmen extra privileges, and was willing to oblige them in every way consistent with public safety, but he did not propose that it should be made compulsory to do so without protest. Mr. Crimmins presented a petition against the bill containing the signatures of over 7,000 prominent citizens of New York. Among the signers were Chauncey M. Depew, Roscoe Conkling, August Belmont, Leonard Jerome, Lawrence Jerome, Addison Cammack, D. F. Appleton, Cornelius N. Bliss, Sidney Dillon, B. H. Bristow, Jordan L. Mott and D. B. St. John Roosa.

BACKING THE BILL.

Mr. J. B. Potter of New York, denied that the main object of the bill was to capture Central Park. It was to protect cyclists from the insults and assaults of brutal drivers, who often force them to the gutter and often strike them with their whips. Under the present law the wheelmen has no redress. The bicycle has no right on a public

thoroughfare, there having been passed years ago a statute forbidding the use of velocipedes on public thoroughfares. The present bill says that bicycles and tricycles shall be regarded as vehicles, and gives their riders the same rights and privileges and no more than are enjoyed by men sitting in vehicles drawn by horses. This act of justice was demanded by a hundred thousand young men. No accident had ever occurred through a bicycle in Central Park nor on Fifth avenue, where they are used a great deal. The commissioners of many other cities did not object to their free use in the parks.

"But the Central Park Commissioners have the right to keep out grocery carts and four-in-hands," said the Governor. "The simple question is, would you deprive them of that right?"

"Yes," was the answer, "if the people through its Legislature said it should be done."

THE PARK IS FOR ALL.

Mr. Charles D. Pratt, of Boston, also made an eloquent plea for the bill. Both he and Mr. C. N. Luscomb, of Brooklyn, laid great stress on the point that the park is paid for by the people and is not for the sole enjoyment of the rich or of those who can afford to ride in carriages.

Senator Parker, of Albany, presented a petition for the bill signed by thirty thousand citizens. Then Deputy Secretary of State Willers protested in the name of the patrons of husbandry of Seneca county and the hearing was closed.

The Governor readily conceded that bicycles were pleasures. The question at issue, it appeared to him, was whether he should deprive the Park Commissioners of their rights to make such laws as they saw fit, to govern the parks they controlled. Mr. Crimmins admitted that not one accident had been credited to the wheelmen since they had obtained entrance to the West Drive and Riverside. The arguments of the wheelmen were conclusive, and the opponents of the bill had little to offer in rebuttal. The Governor asked both sides to submit their arguments in writing, and promised a decision in a few days. It is simply impossible to say at this writing whether the bill will be signed or not.

RHODES IN FIRST.

WINNER OF THE HUNDRED-MILE BICYCLE ROAD-RACE AT CRAWFORDSVILLE.

[Special Dispatch to the Boston Herald] CRAWFORDSVILLE, Ind., June 13, 1887.—The contestants in the one hundred-mile road-race for the world's championship came to scratch at 9:47 A. M. They were W. A. Rhodes of Boston, H. G. Crocker of Newtown, Mass., and S. P. Hollingsworth of Russiaville, Ind. They started on the North fork, or new Richmond road, to the turning point, twenty-five miles out. They returned to the start at 1:21:55, completing the first fifty miles in 3h. 34m. They were all practically together, and riding easily. The last fifty miles were run over the Potatoe Creek road, which is much better than the first part. Rhodes finished in 6h. 57m., riding in good form. Crocker was sunstruck on the last quarter, and he and Hollingsworth were delayed, in consequence, not finishing till 5:39. Time—7h. 51m.

The fifty-mile race had a close and exciting finish, Crocker coming in first. Time, 3h. 34m. 55s. Rhodes was two seconds later, and Hollingsworth's time was 3h. 35s.

FIXTURES.

June 13—Hagerstown Bicycle Club Meet. E. J. McKee, Lock Box 215.
June 17-19—Vermont Division Meet, Montpelier, Vt.
June 20-21—Maryland Division Meet, Baltimore Race Meet. R. M. Lockwood, 408 Second street.
June 25—Kings County Wheelmen's Race Meet. W. I. Amerman, 159 Clymer street.
June 27-July 2—Annual Fair, Minnesota Division. C. H. Porter, Winona.
July 1-2—Canadian Wheelmen's Association Meet. Brantford, Ont.
July 2, 3, 4—Annual Tour, Illinois Division.
July 4—New Hampshire Division Meet, at Manchester, N. H.
July 4—Race Meet, Queens, I. I.
July 4—Lynn B. C. Race Meet.
July 4—Pennsylvania Division, Annual Meeting.
July 4—Brookline, Mass., Meet. E. W. Baker.
July 8-13—Indiana Division Meet.
July 9-22—Ilderan B. C. Canadian Tour. H. C. Mettler, 71 Lincoln Place, Brooklyn.
July 12-13—Terre Haute, Ind., Race Meet. Anton Hulman, Secretary.
July 17—Two Weeks' Canadian Tour. Start from Boston. F. A. Elwell, Portland, Me.
July 26-28—Ohio Division Meet. Mansfield, Marion, and Springfield.

Lawn Tennis.

TENNIS NOTES.

The tennis branch of the Philadelphia Club, will hold a tournament about the middle of June.

The Passaic and Montclair Lawn Tennis Club played an interclub match at Montclair, N. J., on June 11.

The Meadow Tennis Club, of Southampton, L. I., will hold an open tournament on July 26. The classes will consist of singles, doubles, and ladies' and gentlemen's doubles.

The new grounds of the Brooklyn Heights Lawn Tennis Club, at State and Smith streets, will be finished this week. Their first open tournament will be played on the 25th inst.

The Iriquois Lawn Tennis Club of Elizabeth, N. J., have grounds at Madison avenue and Julia street. The club has elected the following officers; President, E. Weeks; Secretary, E. Olmstead; Treasurer, P. Stillman.

The first regular tournament of the Prospect Park Lawn Tennis Association will be commenced on the 15th inst. The opening day will be next Wednesday, on the Long Meadow. There are now over eighty clubs in the association.

The Portland (Me.) Tennis Club have elected the following officers: President, Canon Sills; vice-president, Miss Prindle; secretary and treasurer, Herbert Payson; ground committee, Wentworth Kenney, Philip Hunt, Arthur Gould.

The principal entries for the United States National Lawn Tennis Tournament at Orange, in September next, will be Mr. Dwight and Mr. R. D. Sears. The other pairs are said to include Messrs. Beekman and Bumby, and Messrs. Taylor and Slocum.

A tournament will be held this season in which all the lawn tennis clubs in Essex County, New Jersey, will take part. Each club will be required to subscribe liberally for a handsome silver trophy. This to become the property of the winner of three tournaments, not necessarily consecutive.

The tournament of the Toronto Lawn Tennis Club is to be held at Toronto, July 26. A fund has been raised by the club with which to buy a cup to be the emblem of the championship of Canada, the winner of the trophy three years in succession to be entitled to complete ownership of it.

The Morristown, N. J., Lawn Tennis Club has elected the following officers: President, Dr. P. C. Barker; Vice-president, Mr. L. B. Walker; Secretary, Mr. W. Gedney Beatty; Treasurer, Mr. A. W. Vernon; Executive Committee, Messrs. Henry Shaw, Jr., Mr. R. M. Dalrymple and Mr. C. M. Dalrymple and the officers.

The Westchester Lawn Tennis Club will hold its tournament this month, when the Waterbury Cup will again be offered for competition. The cup is now held by Mr. Howard A. Taylor. The officers of the club are: President, Mr. W. H. Sands; Vice-president, Mr. R. L. Beekman, and Treasurer and Secretary, Mr. A. Wardner Harrington.

The Longwood Players, R. D. Sears and Fred Mansfield, resumed their practice competitions last week, Mr. Sears conceding fifteen. On Monday, Mr. Mansfield won, four sets to love; Tuesday they did not play; Wednesday Mr. Mansfield won, 3-1; Tuesday they stood set and set when play closed; Friday Sears beat Mansfield two sets to 1

Woods, of the Somerville Tennis Club and Carter, of the Wedgemere Club having tied, May 30, in the singles for the first prize, a silver cup and the championship of the Middlesex County League, met June 4th on the Winchester grounds to settle the question of supremacy. They played until it was too dark to see the ball, and the result was four sets all. It will be finished Monday.

The increase of lawn tennis in Brooklyn is more remarkable than anywhere else. Where two years ago there were but a hundred players, now there are ten times that number and they seem to increase in like proportion every day. There have not been many players of especial merit developed as yet and perhaps Mr. Slocum stands at the head

of the tree in the City of Churches, but time will mend this and we will doubtless see some star of great magnitude appear.

The Scarsdale Lawn Tennis Club, at its annual election selected the following officers: President, Mr. A. M. Butler; Secretary, Mr. James Bleecker, Jr., and Treasurer, Mr. Thomas F. Burgess. It has been decided to have the club incorporated, and seven members have been appointed to act as trustees. The club has leased for five years a large piece of ground, and is having a number of courts laid out. The number of members has been increased and the club promises to have a most successful year. The formal opening was on Decoration Day.

The opening day of the Marine and Field Club at Bath Beach, L. I., was well attended. The single produced some fine play. G. Notman, of the Brooklyn Heights Club, managed to win the singles, while the doubles were won by the same gentleman and Mr. Campbell, who defeated C. Post and S. Battershall in the finals 6-5 and 6-2. The contest for the singles was a close call, as Notman won the first set 6-4, Raymond won the second 6-4, but Notman came again and won the third 6-5, Raymond won the fourth 6-5, and the final and last was won by Notman, 6-4, after some very pretty play. The tournament was a very decided success.

The opening of the Rye Tennis Club took place on Tuesday last with a flourish of trumpets, and the hoisting of the old gold and red pennant at the flag-pole showed that the season of 1887 had opened. The grounds are close to the railway depot and contain eight good courts. The stopnets are of a new pattern and are expected to meet the demand very cleverly. The annual election of this club resulted in Jos. Stewart being elected to fill the presidency; Charles P. Cowles, vice-president; secretary, Howard B. Davis; treasurer, William Mathews; managers, Herbert A. Sherman, Frank H. Virgin and George H. Sackett.

The finals in ladies' and gentlemen's singles for the club championship of the Passaic Lawn Tennis Club that were not finished at the opening of the tournament were played off last Friday. In the final sets, gentlemen's singles, between Mr. F. A. Marcellus and Mr. C. F. Terhune, for the cup, the best tennis was played that has ever been seen on the grounds of the club. It resulted in a victory for the former by a score of 4-6, 6-3, 6-4, 6-0. Mr. Marcellus therefore holds the championship he won last year.

In the ladies' singles a close and interesting struggle was witnessed between Miss Sengstack and Miss A. N. King for the ladies' championship, which was won by the former by a score of 2-6, 9-7, 1-6, 6-1, 6-2.

TENNIS AT NEW HAVEN.

THE NEW ENGLAND CHAMPIONSHIP.

The tournament for the New England championship, under the auspices of the New Haven Club, opened on Monday.

Playing began promptly at three. It was learned that Brinley was suffering from a sunstroke which will probably incapacitate him from playing for some time to come. This was greatly regretted, as at the last tournament he was a formidable opponent.

The first game in the singles was Luddington against Kellogg and was 4-6, 6-4, 6-3; Pratt against Beach, 6-2, 6-3; Slocum against Hurd, 6-4, 6-3; Thacher against Jenks, 6-0, 6-3; F. Beach against Hall, 6-5, 6-3.

The following players did not put in an appearance; Ball against Paddock, Harmer against Brinley, Notman against Gill. The following players are down for doubles Tuesday: Brinley and Paddock against Hurd and Luddington, Thacher and F. Beach against Porter and Thomas, Sears and Slocum against Kellogg and Gardner, Sherman and Williams against R. Beach and Pratt.

SECOND DAY.

The second day was largely attended. The day was very warm, but the players did their best and several surprises occurred. It was supposed that Sears and Slocum were almost invincible, but they were defeated in the doubles by F. G. Beach of this city, and Thacher, of Yale, '87. The following is the score of singles as played this morning: Slocum defeats F. G. Beach, 6-1, 6-4. Thacher beats Notman, 6-4, 6-2. Luddington, '87, Yale, beats Harmer, '87, Yale, 5-6, 6-4, 6-1.

The first round or the doubles resulted as fol-

lows:—Sears and Slocum vs. Thomas and Porter, 6-0, 6-0. This was a very one-sided game and the result was expected. Then Merriman and Jenks, both of Waterbury, defeated Gardiner and Kellogg by a score of 6-4, 6-4. The great surprise of the day was the third game. Phelps and R. V. Beach, two unpretending players of this city, beat Valentine B. Hall, of the New York Far and Near Club, and Notman, of the St. George Club, of New York, as follows:—6-5, 4-6, 6-2.

In the afternoon there was another surprise, when F. G. Beach, of this city, and Thacher, of Yale, '87, beat Sears and Slocum. It was thought that the latter would make short work of their opponents, but when the score showed that the two New Haveners had beaten them 6-4 6-4, there was much applause.

In the singles Slocum beat Hall by a score of 6-3, 6-2. Thacher, Yale, '87, beat Luddington, Yale, '87, by a score of 6-2, 6-2.

A feature of the afternoon playing was an exhibition game between Professor Ripley, of Yale, and R. D. Sears, the champion. The former beat his opponent by very close figures, the score being 6-5, 6-5, 6-4.

GOOD PLAY IN THE NEW YORK CLUB'S OPENING TOURNAMENT.

The picturesquely situated grounds of the New York Tennis Club, on Washington Heights at 147th street, were the scene of a large gathering June 4th, in the afternoon, when the club gave its opening tournament of the season.

The double team played as follows for two pair of fine pink enamel studs:—C. Hobart and W. N. Whitman against R. R. Hunting and R. B. Ruggles, the former winning, score 6-0 and 6-4. E. P. MacMullen and W. D. Hobart against F. D. Scott and F. Griffen, the former winning, score 6-2, 6-3. The last bout, played by winners of the first contained five sets. C. Hobart and W. N. Whitman were the winners, score 5-6, 6-2, 6-1, 3-6, and 6-2.

The doubles for ladies and gentlemen were played by Mrs. Johnson and F. A. Hopkins against Miss Hobart and W. N. Whitman. The latter won, with a score of 6-3, 5-6 and 6-3. Then they played Miss I. Hobart and J. F. Hobart, and won again, with a score of 2-6, 6-2 and 6-4. The prizes were two silver-mounted riding whips.

The singles were not completed. The final round will be played next Saturday afternoon. The game so far stands:—E. R. MacMullen won against R. N. Kenyon, score, 6-3, 6-1; J. F. Hobart won against F. A. Hopkins, score, 4-6, 6-0, and 6-0; R. R. Hunting won against E. P. Whitman, score, 6-4, 6-3; C. Hobart won against I. F. Floyd, score, 6-0, 6-1; C. Hobart against R. R. Hunting, score, 6-1, 6-2. Mr. Hobart and Mr. MacMullen will play the final heat.

TENNIS AT ELIZABETH, N. J.

The first tournament of the Elizabeth Lawn Tennis Club was held on June 4, their grounds on North Broad Street. The singles began punctually at ten A. M., and the contest was one of the closest ever witnessed in this city. Owing to the lack of time and close playing it was impossible to finish the singles, and they will be played off at an early date.

At three P. M. the doubles were called. These games were looked forward to as the great events of the day. The grounds were crowded, and the players were enlivened by the strains of an orchestra.

Club tournament of E. L. T. C. eleven entries.

FIRST TRIAL.

Glazebrook, } 6-0.6-1	S. W. Smith, } 6-5.6-4.
R. Helfensen, } 6-0.6-4	E. Smith, } 6-3.6-1
Elliott, } 6-0.6-4	J. Green, } 6-3.6-1
Wm. Day, } 6-1.6-5	Morris, } 6-3.6-1
Brandagee, } 6-1.6-5	J. Ranney, } drew a
Cook, } 6-1.6-5	bye.

SECOND TRIAL.

S. W. Smith, } 6-2.6-2	Elliott, } 6 2.6-2
Brandagee, } 6-2.6-2	Ranney, } 6-2.6-2
Glazebrook, } 6-4	
J. Green, } 6-1.6-2	

THIRD TRIAL.

Elliott, } 6-4	6-3	J. Green drew a bye.
S. W. Smith, } 6-5		

Not having time to finish the contest for the first, second and third prizes in singles it was postponed until some future day.

DOUBLES—FIRST TRIAL.

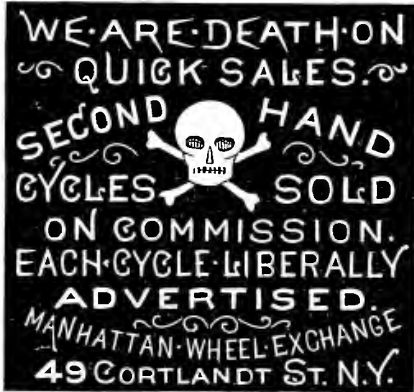
W. Smith and Glazebrook, } 6-1.6-1
W. Seaman and Gaston, } 6-1.6-1

Elliott and E. Smith, } 6-1.6-0.
 Cook and R. Green, }
 R. Helfenstein and G. Thomas }
 J. Green and Brandagee. } 6-4.6-4
 J. Ranney and R. Thomas drew bye.
 SECOND TRIAL.
 Glazebrook and W. Smith, } 6 4.6-4
 J. Ranney and R. Thomas, }
 Elliott and E. Smith, } 6-2 6-5
 J. Green and Brandagee, } 6.4
 FINAL TRIAL.
 Glazebrook and W. Smith, } 6-5.6-1
 C. Elliott and E. Smith, } 6-1

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have peaceful intentions and this cut only means that:



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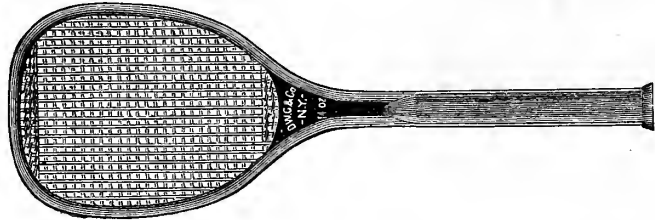
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- No. 1.—52-in. Am. Sans. Balls all around. Nickel, enam. spokes and rims. L'bridge saddle. Prime cond. Price \$67.
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Sixth Annual Race Meeting

JUNE 25th, 1887,

AT THE GROUNDS OF THE B. A. A.

LIST OF EVENTS.

L. A. W. RULES TO GOVERN.

- | | |
|---|---|
| 1. One (1) Mile Club Novice. | 8. One and Four-fifths (1 4-5) Miles Relay Race, Teams of three men; each man to ride three laps. |
| 2. One (1) Mile Ilderan Bicycle Club Championship. | 9. Half (1/2) Mile Boys' Race. Open to boys of fifteen years or under. |
| 3. One (1) Mile Calumet Cycling Club Championship. | 10. One (1) Mile Ride and Run. |
| 4. One (1) Mile Novice. | 11. One (1) Mile Consolation. |
| 5. One (1) Mile Handicap, open. | |
| 6. Two (2) Miles Handicap, open. | |
| 7. Five (5) Miles L. A. W., N. Y. State Championship. | |

IMPORTANT.—Entrance fee for Relay Race, \$3.00 per team (each team to consist of three men and two substitutes); for all other events 50 cents each. No entry received unaccompanied by fee. Entries close June 18, 1887, with

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Valuable Prizes will be given the winners in each event, and will include Medals, Chronographs, Smokers' Sets, Tables, Lanterns, Parlor Lamps, Jewelry, etc., etc., etc.

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| No. 3.—50-in. Harv. Latest pattern. Ball wheels, plain pedals. Nickel, except rims. Good cond Price \$80. | No. 12.—54-in. Club, '86. Enam. with nickel trimmings. Balls all over. Prime cond. Price \$105. |
| No. 4.—52 in. Club. Nickel, except rims. Excelsior cycl. Fair cond. Price \$56. | No. 13.—52-in. Spalding, brand new. Balls all over. Price \$120. |
| No. 5.—53-in. Rudge L. R., '86. Balls all over. Nickel, except rims. Lakin cycl. Bt. last Aug. Prime cond. Bargain. Price \$100. | No. 14.—52-in. Club. Fine nichel, ball wheels. Good cond. Price \$85. |
| No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp. bell. Good cond. Price \$56. | No. 15.—54-in. Enam. Premier. Good cond. Price \$68. |
| No. 7.—Cunard con. tandem, with all the extras. Not ridden two weeks. Price \$200. | No. 19.—52-in. St. Col., full nichel. Balls front wheel. Good cond. Price \$68. |
| No. 8.—Cunard con. tandem new. Cost \$270. Price \$240. | No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spoke cycl., lamp. Price \$50. |
| No. 9.—52-in Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$95. | No. 18.—54-in. Rudge L. R., '86. Enam. balls all over. Good cond. Price \$100. |
| No. 10.—52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$70. | For convenience of patrons, we are open from 8:40 A. M. to 6:15 P. M., half holidays included. Saich, the best repairer in the country, does our work for us at his factory. Machines left with us will be sent him. |
| No. 11.—Quadrant Con. Tandem, No. 11. Balls all over. Not ridden 300 miles, bell, lamp. Price \$220. | |

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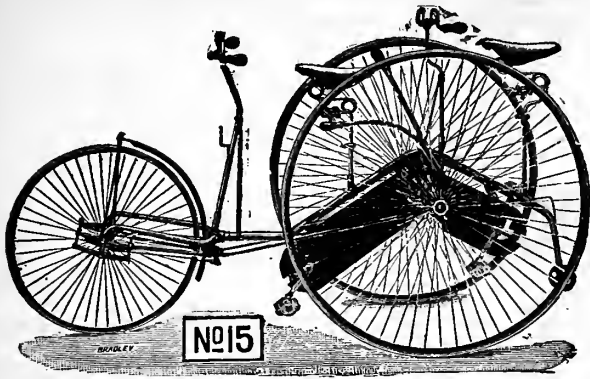
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1-56	"	"	"	"	"	-	-	-	
2-58	"	"	"	"	"	-	-	-	
1-60	"	"	"	"	"	-	-	-	} All Sizes \$115.00.
1-52	inch	Full	Nickel	Plated		-	-	-	
1-54	"	"	"	"	"	-	-	-	
1-56	"	"	"	"	"	-	-	-	
1-58	"	"	"	"	"	-	-	-	



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ENGLISH VS. AMERICAN PLAYERS.

Mr. C. E. Farrer, a well-known English tennis player, arrived in this city a few days ago, and was an onlooker at the games in progress on the Longwood grounds Friday. He has not had a great deal of practice of late, and is not in the best of form. It was thought some days ago that when he reached here he would meet Champion Sears in singles on the Longwood courts, but in consequence of his present poor form he will not risk his reputation as a player against Mr. Sears' ability, Mr. S. D. Winkworth, another English player, is also in the city, and it is probable that as soon as he and Mr. Farrer have practised together a bit they will meet Messrs. Sears and Fred Mansfield in doubles. Mr. Winkworth played on the Longwood courts last Thursday, his opponent being Fred Mansfield. The Longwood player defeated him, however, by the score of 6-2, 6-3. Mr. R. D. Sears also engaged Mr. Winkworth in play, conceding him half thirty, and, after a well contested match, the champion won the set, 7-5. On Friday the visitor engaged Fred Mansfield again and suffered defeat once more, 7-5, 6-3. Mr. Winkworth and Phil Sears next had an engagement, and this time the visitor was successful, defeating Mr. Sears by six to three. Mr. Farrer is considered a very good exponent of the game in the old country, and is rated about in the class with R. D.

Sears. He will give time to practice this week, and after five or six days of play may reach something like his English form.—*Boston Herald.*

FIXTURES.

- Sept. 6-9—Orange, N. J., Lawn Tennis Tournament.
- June 8, 9, 10—Brooklyn Hill Tennis Club Tournament.
- June 13 and following days—New Haven Lawn Club, New England Championship Tournament.
- June 1-4—Championship of Middle States, St. Georges Cricket Grounds, Hoboken.
- June 13-16—New England Championship at New Haven Lawn Tennis Club Grounds.
- June 22-24—Orange Lawn Tennis Open Tournament, Mountain Station, N. J.
- July 1-4—Young America Cricket Club's Invitation Tournament, Stenton, Philadelphia.
- July 4-7—Championship Tournament Western States, Scarlet Ribbon Lawn Tennis Grounds, Chicago, Ill.
- July 11-15—Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.
- August 2-4—Open Tournament at Boston.
- August 9-12—Open Tournament at Bar Harbor.
- August 16-20—Invitation at Nahant.
- August 22-25—United States National Association Championship.

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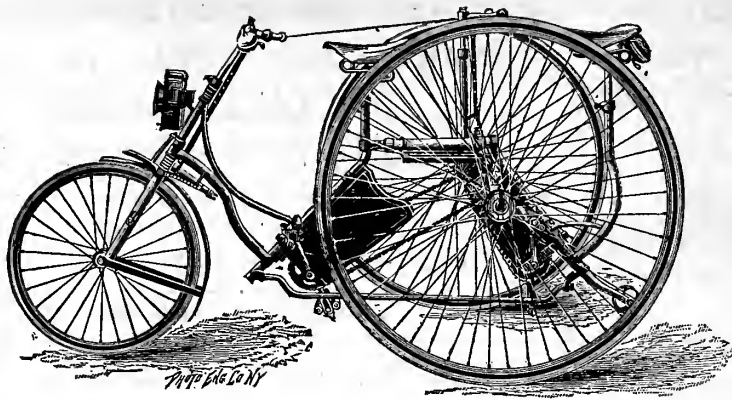
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(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

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With ball bearings to both wheels, hollow forks, direct spokes and weldless tubular steel backbone. Every modern improvement, weight 45 pounds. Specially built to suit the requirements of wheelmen requiring a strictly, first-class imported wheel at a reasonable figure.

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FOR SALE.—Columbia three-track Tricycle of 1885 for \$80. Address "Frank," Box 2826, P. O.

WANTED.—An Expert Columbia Bicycle, 52-inch, half or full nickeled, cow-horn handle-bars; with outfit complete if possible. Address, with full particulars, Alfred T. Ives, 29 Park Row, Room 18, New York.

FOR SALE.—Cunard Tandem, brand new; or will exchange for land near Chicago. Address "L.," Wheel Office.

DON'T MISS THIS.—One 50-in. Rudge Roadster, full enamel finish, ball to both wheels, cow-horn bars; good as new; only \$60. W. I. Wilhelm, Reading, Pa.

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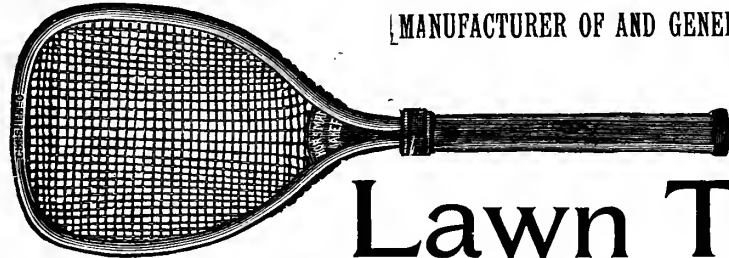
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BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
2	54	Standard Columbia,	\$95.00	\$62.50	5	5	4
3	52	"	92.50	55.00	6	6	4
9	35	Invincible Safety,	135.00	75.00	4	3	4
10	36	Kangaroo Safety,	130.00	70.00	4	2	4
19	50	Standard Columbia,	90.00	55.00	4	2	4
27	55	Rudge Lt Roadster,	156.50	95.00	4	1	4
47	54	Expert Columbia,	127.50	90.00	4	2	4
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	4	2	4
59	52	Standard Columbia,	92.50	50.00	4	3	4
68		Columbia Tricycle,	160.00	70.00	4	1	4
71	54	Columbia Expert,	127.00	80.00	Hif. Nkl.	1	4
78	54	"	130.00	110.00	E	1	1
80	44	"Facile,"	130.00	70.00	4	2	5
81	52	Premier,	105.00	65.00	4	2	4
87	55	Spalding Racer,	140.00	60.00	1	1	4
90	52	Royal Mail,	137.50	85.00	4	4	4
91	50	English,	100.00	40.00	3	3	3
92	54	"	100.00	40.00	5	3	3
93		"Otto Tricycle,"	85.00	35.00			
94	32	" Bicycle,	30.00	10.00	5	4	4
95	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	" Racer,	140.00	55.00	4	1	4
97		Humber Tandem,	265.00	185.00	4	4	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
112	50	Special Columbia,	120.00	65.00	4	2	4
113	52	Columbia Expert,	135.00	80.00	3	1	3
115	48	Columbia Expert,	135.00	80.00	1	1	1
116	48	Standard Columbia,	87.50	50.00	3	4	4
117	51	Special Star,	160.00	105.00	4	4	2
118	48	"	115.00	85.00	3	4	4
120	54	Imperial Challenge,	150.00	80.00	1	2	4
122	50	Sanspariel,	125.00	85.00	4	2	New
123	52	"	127.50	85.00	4	2	2
124	52	Sans. Light Roadster,	137.50	90.00	4	2	2
125	42	Special Star,	120.00	85.00	4	1	1
127	52	Columbia Expert,	130.00	80.00	4	2	3
130	51	Special Star,	125.00	95.00	3	3	3
131	51	"	120.00	90.00	4	4	4
132	54	Columbia Expert,	145.00	90.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspariel,	130.00	75.00	4	1	2
136	51	Special Star,	130.00	100.00	1	1	1
137	42	Standard Columbia,	90.00	45.00	1	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
140	54	Expert Columbia,	140.00	90.00	1	2	2
141	54	"	145.00	95.00	1	1	2
142		Col. 2-track Tricycle,	160.00	110.00	4	2	2
143	56	Humber Lt Roadster,	140.00	55.00	5	2	4
145	44	Standard Columbia,	92.50	45.00	6	3	2
146	56	Columbia Expert,	140.00	85.00	4	1	1
148	50	Standard Columbia,	100.00	57.50	4	3	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
151	46	Standard Columbia,	103.00	55.00	6	3	2
153	52	American Rudge,	112.50	80.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	110.00	4	1	1
157	46	Standard Columbia,	90.00	55.00	5	3	2
158	48	"American Star,"	100.00	55.00	5	good.	4
159	54	Standard Columbia,	115.00	65.00	1	3	4
160	53	Royal Mail,	140.00	85.00	3	1	4
161	54	Rudge Lt Roadster,	145.00	110.00	4	1	1



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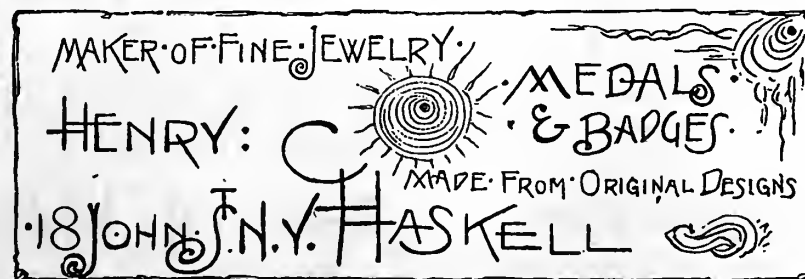
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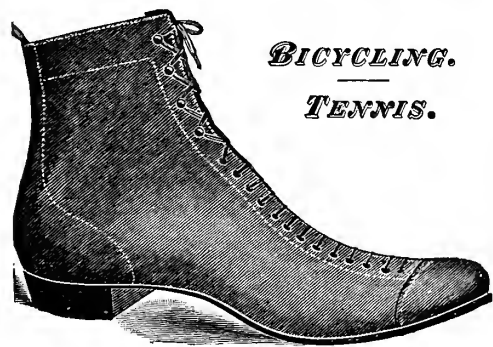
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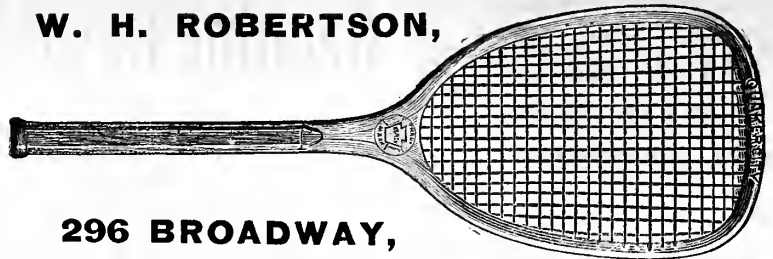
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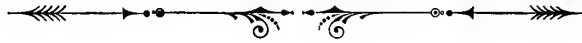
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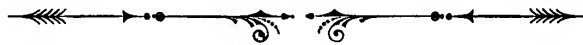
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

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IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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VOL. XII.—No. 13.]

NEW YORK, JUNE 24, 1887.

[WHOLE NUMBER, 299.

VICTORY.

THE



QUADRANT



VICTORY.

Again Victorious!

On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

MACHINE.	RIDER.	TIME.
1. Quadrant Tricycle.....	Frank Moore	1.27 $\frac{3}{4}$
2. " "	A. J. Wilson	1.30 $\frac{3}{4}$
3. Dromedary Safety Bicycle.....	J. Moore	1.36 $\frac{1}{4}$
4. Humber Crippler Tricycle.....	M. D. Rucker	1.42
5. " Safety Bicycle.....	W. Terry	1.42
6. Quadrant Tricycle.....	H. G. Priest	1.43
7. Humber Safety Bicycle.....	S. C. Stephenson	1.54 $\frac{1}{4}$
8. " " "	W. Allen	2.17 $\frac{1}{4}$

Four others failed to get up.

MR. ALFRED BIRD, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

The Quadrant now holds all Tricycle Road Records in the United States and the
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 FOR ALL KINDS OF MACHINES.

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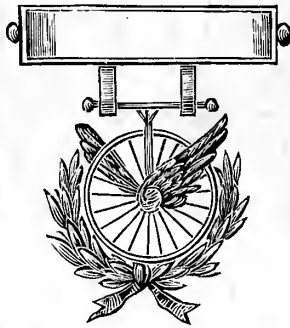
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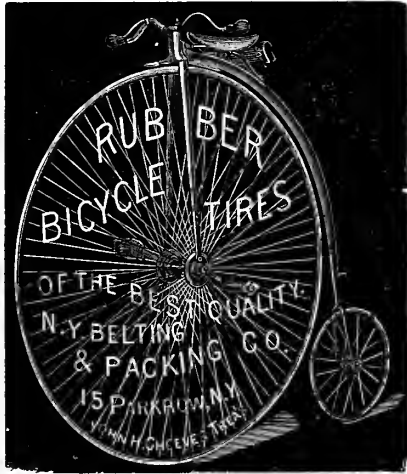
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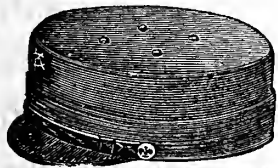
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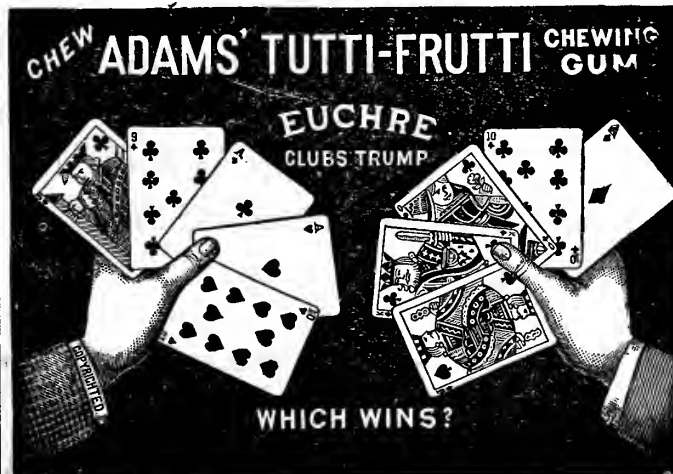
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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.* Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

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We Guarantee the American Light Champion to carry 200 pounds. Here is some proof:

ATHENS, OHIO, May 24, 1887.

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I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point :

PEORIA, ILL., May 7, 1887.

Gentlemen.—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

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EDITORIAL NOTES.

The English papers very generally think that the L. A. W. should retrace its false step and assume at least partial control of road-racing. This is an endorsement of our own opinion, and we hope the matter will be at least considered. It is not necessary to recognize road-racing any further than to prevent amateurs and professionals from competing together, which is contrary to the spirit of its path laws.

We desire to especially commend the New Jersey Division's July 4 meet, to the attention of our readers, especially such as are not members of that Division. The efforts of clubs to provide the wheel world with sport should be encouraged better than they have been in the past, especially in and near New York. A number of enthusiasts have subscribed money and built a track, yet the support given such meetings as have been held on it has been luke-warm, to say the least, and discouraging to further effort. There can be no pleasanter day's programme for the "Fourth" than a morning ride in the Oranges with the race meet in the afternoon, as a sort of bicyclic desert.

The Kings County Wheelmen will hold their annual Spring meeting to-morrow afternoon. We know of no pleasanter event than their yearly fixture. The racing is always good, the music and the gay crowds inspiring, and the K. C. W. have a way of picking out such glorious afternoons that one always recalls their meets with pleasure. We hope the boys will support this club liberally, and back up its effort to give our local flyers a chance to speed on the path.

Kentucky is not much of a State in its way, except in the trifling matters of good whiskey and fast horses, but it at least looks after the wheelmen, and protects them from the onslaughts of the road hogs. The case of Watcher vs. Drinkenberg, which has been so vividly portrayed by "Norb," has been settled in favor of the wheelman, the level-headed justice fining the porker—we mean, the hog—fifty dollars and costs.

The Ilderan Club's Canadian Tour will furnish an opportunity for two weeks of rare enjoyment. The party will leave on July 9, and will be gone till the 23rd. The route has been carefully selected, there will not be a large crowd, and the cost will be very low. Niagara Falls, a trip on Lake Ontario, the Thousand Islands, St. Lawrence River, Lake Champlain and the Adirondacks will all be included in the trip. Full information of the tour may be found in THE WHEEL of June 3, and the list of participants, to date, may be found in another column.

THE MARYLAND DIVISION MEET.

(Special to THE WHEEL.)

BALTIMORE, June 21, 1887.—The regular Spring meet of the Maryland Division opened here yesterday evening with a lantern parade—the first ever given in the city. The line formed at the Lake in Druid Hill Park, and at nine o'clock moved around the lake, down Eutaw place, countermarching thereon, and thence over a route of the principal streets of the city, finishing at the Maryland Club house Chief Consul J. Kemp Bartlett was Grand Marshal, W. B. Hall and B. F. Stinemetz, Aids, and James Reece, Bugler.

Following the officers came forty Maryland Club, among whom were the following in the costumes mentioned: A. C. Thompson, Monkey; D. M. Fulton, Hunter; J. L. Hutchinson, Prince; F. A. Bates, Gipsy; J. O. Bates, Cavalier; Yates Perriman and M. Morris on a tandem, as the Mikado and Bride; J. D. Chesney, Gentleman (?); J. N. Clark, Armor; Edward Markell, Tennis Player; I. S. Weaver, Armor; W. H. Beatty, English Knight; E. R. Jones, Hussar; Ira Canfield, Knight; H. B. Wilcox, Clown; W. T. Harvey, Japanese Lady; J. W. Taylor, Japanese; J. A. Houck, Knight; H. E. Brown, Knight; F. C. Hamilton, Yachtsman; R. A. Whittingham, King Richard I.; W. P. Lewis, Gipsy; and E. P. Hayden, Devil.

Next came thirty-five of the Baltimore Cycle Club including: T. E. Goodwin, Herald; A. M. Webb, Greaser; J. Frank Bartjer, Japanese; F. G. Campbell, Yum-Yum; I. Stewart George, Zulu; R. T. McGinnis, Zulu; H. D. Bayley, Prince; C. C. Isaacs and C. R. Eisenbrandt on a tandem arranged as a ship, the former representing the "Flower Girl"; I. S. Bridges, Zulu; J. E. Geigan, Spaniard; S. N. Appleby, Zulu; I. L. Newman, Jockey; A. W. Mentzel, Coat of Mail; H. T. Price, Brigand; C. C. Cook, Gipsy; R. M. Lockwood, Spaniard; L. Doederlein, Clown Riding a Cow; and John Beard, Dude.

Following these came twenty-one Rambler Club members in suits, half white and half black, their club colors, together with five more in fancy costumes, among whom I noticed E. T. Leonard, as a Zulu.

The Centaur Club, also of Baltimore, followed with ten, the Hagerstown Club with ten, the Washington Cycle Club with eight, and twenty-four unattached.

Every wheel was decorated with Chinese lanterns of various sizes and colors, each man vieing with each other in striving to crowd the most lanterns on his wheel or arrange them in some novel manner. In addition to this, red, blue, green, and yellow Greek fire was burned at various points along the line of parade, and many citizens had their houses decorated or sent up rockets—all of which added greatly to the beauty of the scene. Fully forty thousand people lined the sidewalks and filled the doors and windows, to witness the parade, which was pronounced an unprecedented success.

THE BUSINESS MEETING.

Tuesday morning the wheelmen adjourned to Halsted's Hotel, at Arlington, some four miles out, where the races were to be held in the afternoon. At 10:30 Chief Consul Bartlett called the business meeting to order, with about thirty in attendance. Every Saturday was voted the official organ of the Division, R. M. Lockwood unanimously re-elected Secretary-Treasurer, reports of officers and committees read, and the following resolution adopted:

Whereas, The Maryland Division is fully able to publish its own official organ and send its official notices out by the postal laws of the United States; nevertheless it deeply deplores the fact that the L. A. W. Bulletin has omitted to publish many official notices that have been sent to the Secretary-Editor.

The matter of entertaining the League at its next meet was referred to a committee; and the meeting adjourned.

THE RACES.

The races at Arlington Driving Park were, as usual with Baltimore enterprises, a big success. The track was in truly excellent condition, and the racers feeling fine. Fully five thousand spectators were in attendance, and the clouds that fortunately covered the burning sun rendered the affair very pleasant. A slight breeze was also blowing across the course, rendering the air quite cool.

The first race, a half-mile dash, open to resident Maryland riders, who have never raced before, was won by L. Warrington, Jr., in 1m. 27 3/4s.; F. H. Hoover, second, in 1m. 32 3/5s., and W. A. Boyd, John S. Sutton and R. T. Meginnis, all of Baltimore, finishing in the order named.

The one-mile dash, open, was won by W. E. Crist, in 2m. 45 1/2s.; J. B. MacKenzie, second, in 2m. 51 4/5s.; P. S. Brown and Harry Ward also finishing. In this race Crist spurred for the whole distance, and secured the best record ever made on this track.

The three-mile lap-race, for Maryland riders, was won by H. L. Kingsland, in 9m. 25 3/4s., with F. W. Pope, second, in 9m. 34 3/5s., W. P. Hall, third.

One-mile Tricycle dash: Crist, 3m. 41 1/5s.; Brown, 3m. 41 3/5s.

The one-mile race for those who have never won a first or second prize was won by J. B. MacKenzie in 2m. 59s., with L. Warrington, second, in 3m. 02s. Also ran, Hoover, Warner and S. W. Beard, finishing in the order given.

Much interest was manifested in the three-mile handicap, MacKenzie won in 9m. 49 1/2s. with fifty seconds start; Crist, second, in 10m. 10 3/5s., at scratch; also ran Harry Ward, 30s.; W. B. Brown, 30s.—out; J. S. Church, 50s., and F. M. Clotworthy, 75s.

Fancy riding by Harry Park of Washington followed, and was highly appreciated.

The two mile Safety handicap was won by Crist, scratch, in 6m. 44s.; Brown, 10 seconds, second place, in 6m. 44 2/5s., and C. R. Eisenbrandt, 50 seconds, third. This race was very exciting, being somewhat of a novelty.

The one and a-half-mile team race followed, with three teams of three riders each. Pope, Brown, and Worthington, of the Baltimore Cycle Club, won the silver cup presented by S. T. Clark & Co., by scoring eight, seven, and four points, respectively. Kingsland, Clotworthy and Denmead, of the Rambler Club, made nine, three, and two; total fourteen. And LeCato, Griscom, and Brazee, of the Marylands, made six, five and one; total 12.

The races finished with a one-mile consolation. Joe S. Church won in 3m. 06 3/5s., Harry Ward in 3m. 16s. Also ran Warner, Clotworthy and Worthington.

The prizes in each race, except the team, were gold medals to first and silver to second winners. The officers of the day were; J. Kemp Bartlett, Referee, Geo. F. Updegraff, Max Hausmann, and Dr. F. L. Johnson, Timers; Harry E. Brown, E. F. LeCato, and A. E. Mealy; Starter, S. T. Clark; Clerk of Course, P. M. Lockwood.

Before the races the usual parade around the track was given, and at their conclusion a few ambitious pushers warmed themselves and each other. The boys then wheeled into town, sought supper and dry clothes, and stood ready for the finale, the

THEATRE PARTY.

At Harris' Academy of Music the Black Hussar was in progress. The actors seemed to accept the spirit of the occasion, and run in numerous hits on the wheelmen; Digby Bell got off "What's the matter with Bartlett?" and nearly two-hundred wheelmen in the audience responded "He's all right!" Then some one cried "What's the matter with Digby Bell?" and the boys sent up the same shout with a hearty good will. This brought the meet to a close, the wheelmen seeking their couches and returning home that night and next day well pleased with the good times they had had.

PITTSBURGH NOTES.

Club runs do not seem to be in favor with our club members, but few having been held and still less scheduled, most of the riders preferring to ride as fancy dictates, and in small companies of two or three. The "Cyclers" have been most active in this direction, though the attendance has been small.

A run will be held by this club to the New Castle Races, on July 4, leaving here Saturday or Sunday, in which all wheelmen here are invited to participate. An enjoyable ride is expected. The same club will hold a twenty-mile road-race early

in July, over a fine ten-mile stretch on the Butler Plank road, beginning at a point about four miles from the city. Four or five prizes will be given—the first—a fine gold medal; the race will be open to all amateurs and any style wheel may be used, though light roadsters will be best suited to the course. Several fast men in Western Pennsylvania have signified an intention of entering and it is to be hoped that they will.

An informal invitation from the "Sewickley Valley Wheelmen" to ride to Economy, Pa., was accepted by five "Keystone" members a few evenings ago, and a very enjoyable ride was had, the boys being feasted at both ends of the route and during the run; much amusement was created by one of their number taking quite a header from a rear-driving "Safetv." The riding of a number of the "Keystone" members is very creditable and seems to promise a large mileage by the end of the season. With twelve men reporting, the total for May is 2319 miles, an average of one hundred and ninety-three miles per man, in an average of less than fifteen days. The most noticeable records were those of

Messrs. E. C. Stiefel,	330 miles in 18 days.
J. H. Livsey,	291 " 22 "
T. B. Lee,	255 " 15 "
H. E. Bidwell,	243 " 25 "
S. H. Murray,	233 " 25 "

The greatest mileage in one day being that of Mr. Stiefel, sixty-six miles. KEYSSTONE.

WHEEL GOSSIP.

The Kings County race to-morrow.

Entries close June 27 for the New Jersey Division races

Spain has very few roads and they are described as beastly.

A. B. Rich has applied for membership in the Citizens Club.

A party of Providence wheelmen will ride to Boston in August.

Tourmaster, Wm. Lee, of Staunton, Va., is completing a State road book.

Mr. T. A. Smily gave eighty lessons in cycling during one week in May.

Mr J. S. Rogers was in Boston last week and was well treated by the Hubites.

It is said that G. P. Mills, England's crack road rider, "never pulls at his handles" while riding.

Union City, Ind., will have a mammoth Fourth of July celebration, of which bicycle racing will be a feature.

L. B. Gaylor, of Stamford, Conn., will shortly place on the road a crank driver with the little wheel in front.

Another twenty in the hour.—On June 6th, at Paignton, England., W. F. Ball rode twenty-miles in 59m. 59 2-5s.

The Twilight Club will hold its club tournament at Astoria, L. I., on July 4. The Secretary is Mr. H. Ogden Nelson.

Spain's crack rider is Jose Ribera, a native of Madrid. He rides a 54-in. Howe, and wins every event in which he enters.

The committee appointed to report the best plan of reconstructing the League Constitution and By-Laws have asked for suggestions.

Woodside rode five miles at Coventry, on Tuesday, in the very fast time of 14m. 20 1-5s. He will challenge Howell to another race.

Kennedy-Childe whirled into town last week from Columbus, Ohio, breakfasted at the Hoffman House, and whirled on to the Hub.

Mr. W. C. Montanye, of the New York Club, is a noted high jumper. With a bit more practice, he will be among the first-class men.

Baltimore is talked of as the *venu* for the 1888 League Meet. By the way, there was not a rush of applications at St. Louis for the 1888 powwow.

The Overman Wheel Company scored another win for the Victor at Crawfordsville, Rhodes winning the hundred-mile road-race on one of their wheels.

For preventing sunburn, "Violet Lorne" recommends ladies to rub glycerine into the face before starting on a ride, and then lightly remove it with a soft towel.

The members of the Massachusetts Club last week presented their Secretary, Mr. Farrington, with a diamond pin, on the occasion of his twenty-first birthday.

At the Missouri Club's game, held at St. Louis, on June 12, the mile bicycle race was won by Harry Gordon; time, 3m. 14s.; Ed. Sanders, 2d; R. E. Belcour 3d.

Tourists in Ireland should purchase one of "Fraser's Road and Railway Maps," sold for one shilling by M. H. Gill & Son, 50 Upper Sackville Street, Dublin.

The Board of Aldermen of this city adopted an ordinance, on Tuesday, compelling bicycle and tricycle riders to carry a light and an alarm bell, when riding at night.

A Pittsburger has invented a unicycle in which the rider sits in the centre and propels it with levers. It is said to be impossible to take a header from it, and a speed of thirty miles an hour can be easily attained.—*Ex.*

Kansas has seven Wheel Clubs: Topeka Wheelmen, Central C. C. of Junction City, Wichita Wheelmen, Concordia B. C., Paola Wheelmen, Historic City Wheelmen of Lawrence, and Leaveworth County Wheelmen.

T. A. Smily, cycling instructor and trainer, gave more lessons last year than in any other since 1875. Among his pupils have been W. H. Gillette, and a number of lawyers, physicians and newspaper men.—*N. Y. Clipper*, June 4, 1887.

The first edition of the New York Road Book is being rapidly exhausted by members of other Divisions, to whom it is invaluable. Price, one dollar and a half. Address, A. B. Barkman, 608 Fourth Avenue, Brooklyn, N. Y.

The entries for the races of the New Jersey Division races, to be held on the Roseville track on July the Fourth, do not close till Tuesday, June 28, so there is still time to send in names: You should read the advertised list of events in another column, also the description of the meet.

The medal ordered by the Hon. Honoré Mercier, Prime Minister at Quebec, on his recent visit to this city, was finished by Mr. Jens F. Pedersen early in the week. This order is another evidence of Mr. Pedersen's high reputation for finely finished and artistic medals. Mr. Pedersen made the medals for the New Jersey Division meet.

T. A. Smily, the cycling instructor, with Geo. R. Bidwell of New York, gave personally about seven hundred lessons last year, and met with more success generally than in one season since '75. His pupils included W. H. Gillette, and representatives of Mail and Express, New York Herald, Tribune, Commercial Advertiser, Scribner's, etc.—*Bicycling World*.

At the semi-annual election of the Passaic County Wheelmen, held in Passaic on June 14, the following officers were elected: President, J. D. Pugh, Jr.; Corresponding Secretary, G. K. Rose; Recording Secretary, A. E. Sengstack; Treasurer, H. Simpson; Captain, D. W. Romaine; First Lieutenant, R. Blake; Second Lieutenant, N. G. Palmer; Color Bearer, W. Shelp.

The O. A. A. A., of Queens, Long Island, offer the following bicycle events (open only to amateurs) on the Fourth of July: One-mile for residents of Queens (within a radius of two miles); one-mile open to the towns of Hempstead and Jamaica; one mile tricycle, open; two-mile handicap, open. L. A. W. Rules. Entries close Wednesday, June 29, 1887. W. L. Wood, Secretary, Queens, L. I.

T. A. SMILY.

MY DEAR SIR—It affords me much pleasure to say that I was pleased with your manner of instruction, as I believed that one learning to ride would have to take an occasional header; but you soon disabused me of that idea, and taught me how easy it was to ride a wheel when you went the right way about it.

I have often thought of the pleasant hours spent in your company while you were teaching me to ride, and regret that I have not to go through the same experience again. Very truly yours,
GEORGE E. GARTLAND.

The Somerville Cycle Club members enjoyed their second annual "Tally-ho" run on June 17, and it was a great success. The route was from their club rooms, in Winter Hill, through Somerville, Cambridge, Brighton and the Newtons to

the Woodland Park Hotel, in Auburndale, where an excellent dinner was served. There were fifty-one at the table, including lady friends of the club members. During the day the party enjoyed themselves with various games and dancing. The run out and return was without anything to mar the pleasure of the party, with the exception of one header by Mr. Billings. Captain W. R. Maxwell was in command, and he was ably assisted by Second Lieutenant W. J. Emerson, Buglers Hooper and Billings, and Color-bearer Cubberly.—*Boston Globe*.

East Saginaw, Mich., race meet, July 4; events: One-mile novice—First prize, Gold Medal; second prize, Silver Cup. One-mile open—First prize, Gold Medal, presented by Brown & Grant; second prize, Bicycle Lantern, presented by Saginaw Wheel Co. Two-mile Team Race—Nickel Flag Staff. One-mile Boys' Race—First prize, Gold Medal; second prize, Silver Medal. One-mile "E. S. B. C." Championship—Gold Medal. One-mile—3.20 Class—First prize, Gold Medal; second prize, Pair Bicycle Shoes presented by C. S. Grant & Co. Five-mile Lap Race—First prize, Bicycle Suit, presented by the Excelsior Co.; second prize, Cyclometer, presented by Seyffardt & Walz. One-mile Consolation—Box Fine Cigars, presented by George W. Wisner. Address all communications to G. W. Smith, care of F. & P. M. Depot, East Saginaw, Mich.

FIXTURES.

June 13—Hagerstown Bicycle Club Meet. E. J. McKee, Lock Box 215.
June 17-19—Vermont Division Meet, Montpelier, Vt.
June 20-21—Maryland Division Meet, Baltimore Race Meet. R. M. Lockwood, 406 Second street.
June 25—Kings County Wheelmen's Race Meet. W. I. Amerman, 159 Clymer street.
June 27-July 2—Annual Fair, Minnesota Division. C. H. Porter, Winona.
July 1-2—Canadian Wheelmen's Association Meet. Brantford, Ont.
July 2, 3, 4—Annual Tour, Illinois Division.
July 4—New Hampshire Division Meet, at Manchester, N. H.
July 4—Race Meet, Queens, L. I.
July 4—Lynn B. C. Race Meet.
July 4—Pennsylvania Division, Annual Meeting.
July 4—Brookline, Mass., Meet. E. W. Baker.
July 4—New Castle, Pa., Race Meet. C. L. White, Sec.
July 4—New Jersey Division Meet, Roseville, N. J.
July 8-13—Indiana Division Meet.
July 9-22—Ilderan B. C. Canadian Tour. H. C. Mettler, 71 Lincoln Place, Brooklyn.
July 12-13—Terre Haute, Ind., Race Meet. Anton Hulman, Secretary.
July 17—Two Weeks' Canadian Tour. Start from Boston. F. A. Elwell, Portland, Me.
July 26-28—Ohio Division Meet. Mansfield, Marion, and Springfield.

ANNUAL MEET OF THE VERMONT DIVISION.

The annual meet of the Vermont Division, League American Wheelmen, was held at Montpelier, June 17, about seventy-five members being in attendance. At the business meeting a committee to prepare a State road book was appointed and money appropriated to defray the expenses of publication. A resolution was introduced by H. C. Webster of Montpelier, expressing, as the sense of the Division, that convict labor of the State should be used for bettering the condition of the roads in Vermont, and binding the members to use their individual efforts to secure the passage of an act so providing by the next legislature. F. E. Dubois was re-elected Secretary and Treasurer. The public exercises of the Division were held at three o'clock this afternoon. In the three-mile road-race for the championship of Vermont, six entries, the first prize, Waltham watch, was won by S. W. Kirkland of Brattleboro'; second, Kirkpatrick saddle, C. C. Fletcher of St. Johnsbury; third, Butcher's alarm bell, Fred M. Scott of Barre.

There were four entries in the one-mile novice race, which was won by Wilbur Lowe of Montpelier, Fred Dubois of West Randolph, second.

The one-mile race, for prizes and the championship of Vermont, was won by C. C. Fletcher; second, A. D. Gould of Bellows Falls.

There were four entries in the hill climbing. The first prize was taken by H. B. Chapman of Woodstock; second, G. H. Frost of St. Johnsbury. A street parade followed, and the day closed with a banquet at the Pavilion Hotel.

GEO. E. GARTLAND, Attorney,
10 Wall Street.
NEW YORK, June 8, 1887.

Clarksville 100-Mile Road Race.

THE GREATEST BICYCLE RACE EVER RUN
SINCE CYCLING BEGAN.

THE RECORD:

	NAME.	MACHINE RIDDEN.	TIME.
1st.	Robert A. Neilson	VICTOR	6 : 46 : 27.
2nd.	Wm. A. Rhodes	VICTOR	6 : 46 : 51.
3rd.	H. G. Crocker	Columbia	6 : 51 : 27.
4th.	S. Hollingsworth	Columbia	
5th.	S. G. Whittaker	Champion	
	C. W. Ashinger	Champion	Dropped out at 20 miles.
	Chas. Frazier	Star	Dropped out at 20 miles.
	John Brooks	Star	Dropped out at 40 miles.
	A. A. McCurdy	Star	Dropped out at 40 miles.

Two Victors entered, taking first and second places.

Never was so much money spent in preparation for a race, and never was so much interest shown in a wheel contest.

Upwards of 20,000 spectators!

The Victors ridden in this race never stopped and went through without defect or attention of any kind.

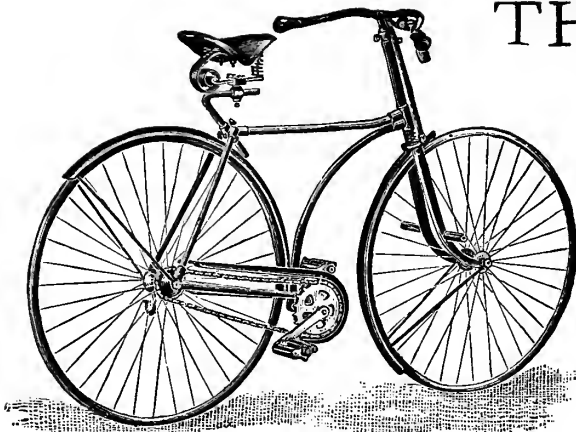
Send for our catalog of fast road machines.

OVERMAN WHEEL COMPANY,

BOSTON,

Makers of High-Grade Bicycles, Tricycles and Safeties.

THEY TAKE THE LEAD! SINGER CYCLES.

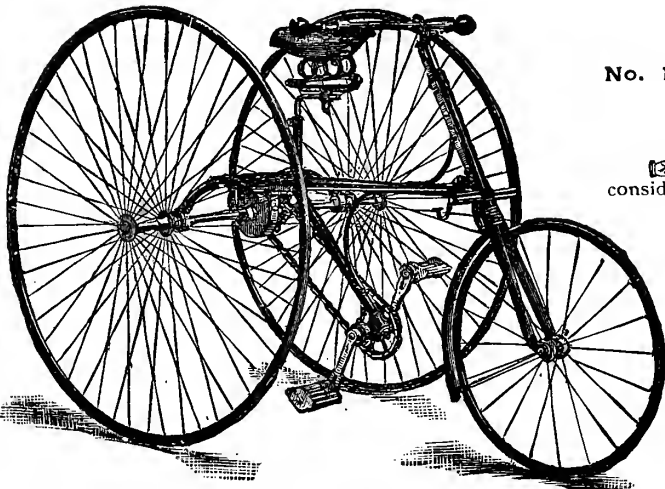


APOLLO SAFETY.

The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.



S. S. S. TRICYCLE, No. 1.

S. S. S. TRICYCLES.

No. 1 for Gents.

No. 2 for Ladies.

AND

TANDEMS.

See these Wheels before buying. they embody new features, which are worth considering.

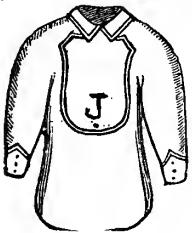
Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

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Sole United States Agents,

6 & 8 Berkeley St., Boston, Mass.

Agents for New York City, **BARTLETT & MACDONALD**, Sixth Avenue, cor. 125th St.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.



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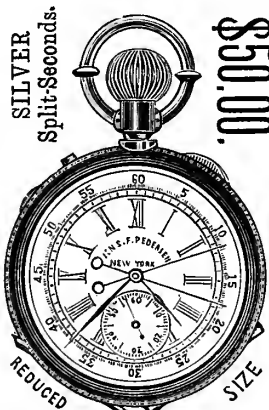
Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting, Fishing.

Be it known to all, that we repair all makes of Bicycles, Tricycles and Tandems.

REBER, SAICH & KLUGE,
Cor. High and Academy Streets.
Newark, N. J.

We are also Agents for all makes of Wheels. Send for price list or give us a call.

The beauty and value of my Medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.

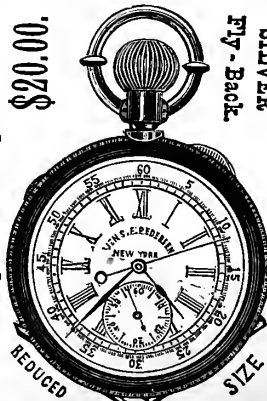


SILVER Split-Seconds.

\$50.00.

WATCHES,
Club Pins, Diamonds,
PRIZE CUPS, JEWELRY,
CHEAPEST
Split-Second Stop-Watch.
FLY-BACK.
BEST.

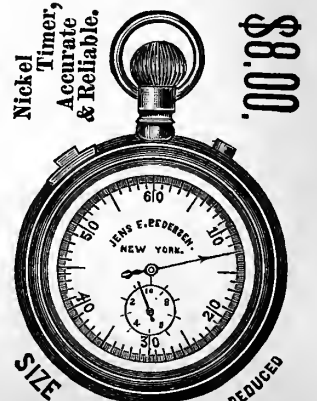
\$20.00.



SILVER FLY-BACK.

JENS F. PEDERSEN,

1 1/2 Maiden Lane,
NEW YORK.



Nickel Timer, Accurate & Reliable.

\$8.00.

My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

TO KARL KRON, ON RECEIVING HIS BOOK.

I have waited, yes, I've waited, with the rest, these many years, And have had my doubts that I would live to see dispelled my fears. I was afraid the old adage, had been deserted by the fates. That says, all things surely come to him who waits. I sent on my subscription, when I was quite a child, I lived to bet, that he would take, a year for every mile. The dollar that I put away, to forward on to him. When I received my copy of the book with time has grown dim. The woman's head, now holds gray hairs, there's crow feet round her eye, The eagle's wings, now limp, hang down, he is too old to fly. The silvery sheen, of the thirteen stars, has somewhat lost its lustre, And many a time, I've had a mind, to take that dollar and bust her. I was so sure, that willingly, with any one I'd bet it, That neither one, would live to see, Karl Kron get it. But now its gone, the agony's o'er, I see I was mistook, Karl's got my dollar safe, and I—have got—his book. But I'll get even with him yet, I will, because I've said it, He's got my dollar, I his book, but then I haven't read it.

Baltimore Argus.

STOLEN, A BICYCLE.

On June 11, from the Manhattan Athletic Club Grounds, a 54-inch Premier bicycle, full nicked, except enamelled felloes. Machine in first class order. Any information of the above machine will be gladly received at this office. Dealers and others are requested to aid us in recovering the wheel.

LYNN CYCLE CLUB ROAD-RACE.

The programme of the Lynn Cycle Club's celebration of its third anniversary on Friday last was completely upset by the factories running. The road-race was postponed till Saturday and the club supper was abandoned. The only event that materialized was the base-ball match.

This was sandwiched in between two interesting time trials made by W. A. Rowe. Before the match Rowe rode five miles as follows: One mile, 2m. 45s.; two miles, 5m. 40s.; five miles, 14m. 24s. Again, in the afternoon, he rode two miles in 5m. 30s.

The fifteen-mile road-race was started shortly after eight on Saturday morning. About three hundred people gathered in Highland Square to witness the start. The race was very interesting throughout, and with the exception of two headers, everything passed off smoothly. D. E. Hunter dropped out at two miles, and McCurdy was disqualified for riding on the sidewalks. The men finished as follows:

Handicap.	Started.	Finished.	Total.
Bergholtz. .5m.	8.31.15	9.32.	1h. 1m.
Barnett. . . 3½m.	8.32.30	9.32.15	59m. 45s
Hitchcock. .8m.	8.28	9.33.35	1h. 5m. 35s
Whitten. . . 45s.	8.35.15	9.33.37	57m. 22s
McCurdy. . . scratch	8.36	9.34	58m. 30s
Cauley. . . . 3½m.	8.32½	9.35.25	1h. 3m. 10s
Batchelder. 3½m.	8.32½	9.35.35	1h. 3m. 20s
Shurman. . . 3½m.	8.32½	9.36	1h. 3m. 30s
Young. . . . 3½m.	8.32½	9.36.10	1h. 3m. 40s
J.H. Young 10m.	8.26	9.37.45	1h. 11m. 45s
D. E. Hunter. 45s.		Did not finish.	
H. McBrian 5m.		Did not finish.	
E. G. Gordon. 5m.		Time not taken.	
F. Tupper. 8m.		Time not taken.	
C. Butrick. 10m.		Time not taken.	

The following were the officials of the race: Referee, E. L. Story; Judges, F. Goodwin, Asa Windle; Starter and Timekeeper, T. A. Carroll; Checkers, Charles Ingalls, William Stewart, Wm. Reed, Charles Plummer.

NEW CASTLE, PA., RACE MEET.

The Summer race meeting of the New Castle Club will be held at Wheelmen's Park, July 4. The track is four laps to the mile: and very safe. A hill climbing contest will be held at 11:30 A. M., the parade at 1:30 P. M., and the race meet at 2:30 P. M. The events and prizes of the race meet are as follows:

One-mile novices; gold medal and artistic Roman Head. One-half mile open; bronze art pieces, scone and jewelry box. One-mile, 3:10 class; gold medal, nickel lamp. One-mile, open; bronze art pieces, Milking Scene, Slave Head. Half-mile, Hands Off; art piece, "Slaying of Innocents," silver medal. Two miles, open; gold medal, antique bronze medal. Half-mile, boys under sixteen; bronze art pieces, Teniers, Japanese tray. One-mile, 3:00 class; bronze art pieces, "Time," "Judgment of Paris." One-mile team race, two riders from each club, two gold medals. Half-mile, L. A. W. Pa. championship, gold medal. Three-mile lap race; bronze art piece, Kirkpatrick saddle and bronze art piece.

Entries close July 1 with the Secretary, C. L. White, New Castle, Pa.

ANNUAL MEET PENNSYLVANIA DIVISION.

RACE MEET AT WILKESBARRE.

The programme of Pennsylvania's Third Annual Meet, which will take place at Wilkesbarre on July 4, is a promising one, and no doubt it will be an enjoyable affair. It provides for a parade, a business meeting, a race meet and a minstrel show, enough and of sufficient variety to satisfy every taste. The full outline of the meet is as follows:

Transportation—Chairman, W. E. Shupp, 7 So. Franklin street, Wilkesbarre, Pa. A special rate of two cents per mile has been made on the following roads: D., L. & W. R. R. Co., main line, Buffalo Div., and L. & B. Division. Penn'a. R. R. Co. Composing the following Divisions: United Railroads of N. J. Div., Phil'a & Erie Div., Northern Central Ry. Co., Phil'a., Wilmington & Baltimore, Lehigh Valley lines and branches in Pennsylvania. Secretaries of Clubs, or individual wheelmen, should correspond with W. E. Shupp, Chairman Transportation Committee, and state what road they desire to come on, also how many men and name of each.

L. V. R. R. and D. H. Canal Co., will carry wheels free, the other companies will make a slight charge.

After the minstrels in the evening a special train will be run to Scranton for the accommodation of Pittston, Scranton and Binghamton wheelmen.

PARADE.—Commander: George A. Jessup, Chief Consul, Penn'a. Div. L. A. W. Bugler, John Hughes, Wilkesbarre Ramblers Bicycle Club. The details of the parade at the meet are as follows: Captains of clubs intending to parade will report at headquarters, Wyoming Valley House, at 9:30 A. M., Monday, July 4, and report the number of men they expect to turn out, and no place will be given to those who fail to report before ten A. M. Parade will form on River street in front of the Wyoming Valley House, right resting on Market street.

The business meeting will be held at Music Hall, directly after the parade, about eleven o'clock. An address of welcome will be delivered by Gen. W. H. McCartney, of Wilkesbarre.

The Race Meet—Chairman, W. R. Bowman, 205 W. Market street, Wilkesbarre, Pa.

The races will take place in the afternoon at Lee Park, which is situated one mile from the headquarters, at two o'clock. Admission, thirty-five cents. The track is one-half mile clay, and will be in fine condition for the races. Any one wishing can be accommodated at the Lee Park Hotel, with room and board. The list of events is as follows:

One-mile—Novice for wheels not less than thirty-five pounds; gold medal and silver medal.

Three-mile—Lap, open; diamond stud and enameled gold buttons and studs.

One-mile—Tricycle, open; opera glass and meerscham pipe.

Two-mile—6:45 class; gold medal and nickel K. of R. Lamp.

Three-mile—Pennsylvania State Championship; gold medal.

One-half-mile—Boys under fifteen years; gold medal and Ideal lantern.

One-mile—Dash, open; silver stop watch and silk umbrella.

One-mile—Club championship; gold medal.

Two-mile—L. A. W. championship; gold medal. One-mile—Tandem tricycle, open; two silver-headed canes.

Two-mile—Handicap, open; gold medal and silver medal.

One-mile—Team, open to club team of three men; clock for club room.

One-mile—Pennsylvania State championship; gold medal.

One-mile—Con-olation; alligator travelling bag. Entrance fee, fifty cents for each event; close June 27 with the Chairman.

In the evening the Scranton Bicycle Club Minstrels will give an entertainment, which was so popular when given in Scranton a few weeks ago. Great preparations have been made, and we hope the meet will be a success.

THE ILLINOIS DIVISION TOUR.

SUNDAY, JULY 3.

Leave at nine A. M. for Chillicothe, Ill., twenty miles by river road, which is a smoothly gravelled turnpike almost the entire distance, and runs amid fine scenery. Dinner at Will House, where a first-class Sunday dinner can always be had. At two P. M. another party will leave for Mossville, ten miles by the same road, where it will meet the Chillicothe party, and return via the Bluff and Mount Holly Road, where some of the finest and safest coasts imaginable are to be had.

Arrangements will probably be made for a moonlight excursion on the Illinois river and Peoria Lake in the evening.

MONDAY, JULY 4.

Business meeting at nine A. M., at the New Peoria House; parade at 10:30 A. M., through the principal streets of the city and out a finely gravelled road to Prospect Hill, where a view of the Illinois river for forty miles can be had. Free picnic dinner at Prospect Hill. After dinner return to the city, where a Fourth of July celebration will be in progress. In the evening there will be a band concert of five bands in the Court House Square across the street from the club rooms, and fireworks upon Peoria Lake.

RACE-MEET AT SAN FRANCISCO.

The Spring race meeting of the San Francisco Bicycle Club was held at the Bay District track May 30, in good weather and on a very fair track. Summary:

One mile—C. Adcock, Bay City Wheelmen, 1st, in 3m. 7 1-5s.; A. W. Melendy, unattached, 2d, by one hundred yards; H. C. Finkler, San Francisco B. C., 3d, ten yards off. The winner led all the way.

One mile maiden—N. A. Robinson, Bay City Wheelmen, 1st, in 3m. 24s.; Charles C. Wheaton, S. F. B. C., 2d.

Quarter-mile run—H. C. Finkler, San Francisco B. C., 1st, in 48 5s.; Alexander Ireland, 2d.

Five-mile L. A. W. championship—C. Adcock, Bay City Wheelmen, 1st, in 17m. 41½s.; Biedeman 2d, by three hundred yards.

Two miles—Alexander Ireland, San Francisco B. C., 1st, in 6m. 36 1-5s.; B. H. Patrick, S. F. B. C., 2d.

Quarter mile—Alexander Ireland, San Francisco B. C., 1st, in 49 1-5s.; H. C. Finkler, S. F. B. C., 2d.

One mile, tricycle—W. G. Davis, San Francisco B. C., 1st, in 4m. 3 2-5s., none of the others finishing.

THE HAGERSTOWN MEET.

HAGERS'TOWN, Md., June 16, 1887.

We have held our "Meet" and it has been a success from beginning to end. The day was perfect in every respect, and our visitors have all gone home with kindly feelings for the Hagerstown Bicycle Club. Our visitors were perfect gentlemen and went into everything with a will.

The result of the races was as follows: One-mile dash—W. E. Crist, Washington, 2m. 54 2-5s.; Harry Schwartz, Reading, Pa., 2m. 54 3-5s.; eleven others started.

One-mile novices—Harry S. Rittenhouse, Jonesburg, Mo., 3m. 09½s.; E. H. Miller, Hagerstown, Md., 3m. 09¾s.; eleven others started.

One-half mile heats, first heat—Harry Schwartz, 1m. 37s.; P. S. Brown, Washington, D. C., second; four others started. Second heat and final—Schwartz, 1m. 24½s.; Brown, 1m. 26s.

One-mile, Hagerstown Club championship—E. B. Emmert, 3m. 20s.; David Doyle, 3m. 20½s.

Two miles, lap race—H. L. Kingsland, Baltimore, Md., 6m. 54¾s.; F. Pope, second.

One hundred yards slow-race—Harry Dayhoff, Hagerstown, 2m. 50s.

Two miles handicap—M. K. Crenshaw, Washington, forty-five yards, 6m. 41½s.; H. S. Rittenhouse, Jonesburg, Mo., forty-five yards, 6m. 42s.; eighteen others started, with Brown, Crist, and Schwartz at scratch.

One-mile team race—W. E. Crist, Capital Club, 3m. 07½s.; P. S. Brown, Capital Club, 3m. 08s.; L. J. Barber, Capital Club, 3m. 09s.; P. Seufferle, 3m. 14s.; Joseph Church, 3m. 20s.

The Race Meet Committee were: A. Heard, W. C. McComas; L. R. Mobley, E. J. McKee, H. B. Irvin, George E. Stover, F. S. Heard, and Samuel Suter.

Officers of the Day—Referee, S. T. Clark; Judges, Albert Heard, Ira C. Canfield, and Claude Worthington; Timers, R. M. Lockwood, H. W. Barrington, and H. C. Dotter; Starter, W. C. McComas; Clerk of Course, E. J. McKee; General Manager, George F. Updegraff; Assistant Manager, L. R. Mobley.

STAMFORD CONNECTICUT-INGS.

That interest in cycling is somewhat on the wane here, is largely due to the wretched condition of our streets, which are much worse than our country roads, and they "do not crowd those of the Jersey Oranges, much."

It's a burnin' fact that hymen has placed mortgages on several of our once shining cycling luminaries, and they evince less enthusiasm for r—, for wheeling, than in years gone by.

An earnest of how people jump at conclusions was the case of a charming lady's saying that a bicycle frightened her horse, the other day, when the cycle only came upon the scene when the fracas was half over. A small boy on a noisy, three-wheeled thing rustled by, when the horse literally sat down. The lady soon saw her mistake and begged pardon of the Facileist, who helped adjust matters about the dangerous and uncertain equine.

More of the safe Faciles are being used here, now, than other kinds, because of our horrible streets, and the worst of it is there is nothing being done about paving, which the place needs much more than the \$100,000 sewer that has torn up the streets for two years or so, and the majority think is to be doubtful in operation. Even the new street railway company do not pave their track, and have done much to confound the confusion we already had.

So many of the members of the Stamford Wheel Club have resigned and about as good as given up wheeling [for joys of another kind, and to save wrecking their machines], that less costly club rooms seem desirable, and will be taken.

Capt. Will Hurlbutt and the entire membership of the Solitary Club, expect to have a few weeks of ecstasy on the roads of England, with short runs into France and Germany, leaving New York about July 6.

Mr. L. B. Gaylor, who has invented a crank-driven Star, and will soon have them out, is recovering from a severe sickness.

Now we have a new club, one with no less letters than the Y. M. C. A. B. C., and one of their regular bi-weekly local runs starts from their rooms at five A. M., some of the active kickers of the S. W. C. joining in the cool outings, with profit and pleasure.

Delightful saunters homeward after daily duties are done come to our lot, and the safe and easy old wheel rises in our appreciation with every trip, and especially when it carries its rider safe home over stony and rough roads in the dim and dusky twilight, and even when "black night's robes hang over all, and hide the road as with a pall," so dense is the darkness at times. Too busy to put on the lamp!

Rev. A. W. Lightbourn has become a Facileist this season, and his experience is in pleasing contrast to that arm breaking affair last Fall.

Capt. Will's fifty-five-in. Light Roadster, is being thoroughly overhauled by the Pope Company, free of charge (as he is an active agent for them), and put in complete order for his European tour. New spade-handles and sundry good things will be added unto it, until the said mount will be "second to none."

Ticket agent Frank Palmer, of Sound Beach, had a severe fall last Sunday morning from the front wheel tire coming loose and jamming in the fork. He was badly bruised about his head, and will be laid up a few days. Too much speed, and too little attention to a most important point in the care of a cycle. FACILE.

ACROSS THE CONTINENT.

Sturgis, Michigan, is a town henceforth black-balled by me, and for reasons manifold. First, my inability to obtain a warm square meal at 7.30 P. M., and divers vain attempts at getting even a three-cornered lunch; second, being placed in a room absolutely devoid of ventilation; and, third, being compelled to masticate a breakfast half cooked and then confronted with an unrecipited two-dollar bill. Those, gentle readers, are the grounds upon which I warn all wheelmen to shun Sturgis, Michigan. Did I settle? Well, not quite; the records won't say I did. Proceeding to take an inventory, which summed up to: lodging, 25c., breakfast 25c., air breathed 3c., water for washing 7c., total 60c., and adding 15c. for boot, I gave that man who has no business running a hotel 75c., and

HE TOOK IT.

Pushing out at eight A. M., I passed Klinger Lake, six miles in thirty minutes, and then pumped six more miles into White Pigeon, through a sand-bank, consuming one and one-half hours in the ordeal. From here to Mottville, seven miles, better roads confronted me, and three miles farther I left, forever, God grant, in the dim vista of a departed ghost, the sand-soaked soil of Michigan. With no reluctance I gazed upon the Lake State for the last eternal time, and pushed on to Bristol, Indiana, three more miles, making 12:30 and dinner time. Sorry, indeed, was the aspect of Bristol's only hotel. Poor, dilapidated structure, long ago should you have been relegated to the happy hunting grounds of your race, and a monument erected to the memory of your useful days. But if there was ever a case of misjudgment from appearances then I sadly wronged the proprietor of that lone Bristol tavern. From a mental vision of cold pork, soggy potatoes, bad coffee and musty bread I was suddenly awakened to the reality of a dinner fit for an epicure, and that fellow was I. A nicely broiled steak, mashed potatoes, elegant coffee, milk, lettuce, cabbage, peas, tomatoes, corn, fine bread, pie, cake and a whole saucer of strawberries to top off with, caught me that time, and more astonishing than all, twenty-five cents, a quarter of an American dollar, footed the bill. Fact! At 1.30 I mounted my Expert and wheeled south, to Elkhart, twelve miles away, over very fine roads. From here to Osceola, a smooth, gravel pike was found, and gave me the best riding of the day. But long it did not last. One of those constant accompaniments of bad luck which had followed my footsteps since leaving York state, suddenly popped up and brought down a deluge of rain just as I entered Osceola. This is merely a side show of a small town, with one store, post-office, grocery, hardware and all combined, and three or four lonesome houses. I put up at the store, and began an investigation of my prospects for supper and lodging. None to be secured here, and Mishawauka six miles away,—raining in torrents. For two mortal hours I figured at this problem and came no nearer a solution, but still it kept on pouring. Well, starvation is something I was not hankering after on this trip, so set about conjuring up a meal. Molasses cookies and bananas were the only things procurable. A dozen of each filled me up so I felt like a stale beer restaurant, and just then a faint glimmer cast its welcome presence before the door. The sun came forth from behind a bank of gloom and bid me go. Go I did, and despite all the rain a fair path yet remained. An inch of soft mud made little resistance on the hard gravel, and I set out with a much lighter heart, though heavier stomach, for Mishawauka. The first person I met was a ministerial-looking chap, who hailed me with:

"Ha, noble youth, whither wendest thou thy lonely way?"

"Hey, what?"

"Whence comest thou, lad so brave?"

"How long you been so?"

"Nay, misguided boy, thou makest fun of me, whither art thou bound?"

"Bound to ride this mud or bust, what are you giving us?"

"Verily, my boy, thou shouldst respect the gray hairs of such as I. Unfold to me the circumstances of thy journey."

"Oh, verily, aged patriarch, thou art welcome. I hail from the glorious Empire of the world. I've braved the Falls of Niagara, trod the deck on the rolling main, roamed the jungles of Canada, pierced the glowing forests and swamps of Wolverine. I've walked the waves of Erie, and rode pell-mell through the battle smoke of Detroit; I've

sat when cannon balls went booming from the bat of giants and mounted my noble steed in Hoosierdom, far from the abode of man. Ha, noble silver-headed son of Indiana, whither wendest thee thou lonely and abstract way?"

"Ah, verily—"

"Ta-ta, old man, I'll see'st you hence."

And I skipped out with an echo of "bad, too bad" coming faintly back upon the cool and dewy breeze.

At 7:30 Mishawauka came in sight, and I was soon ensconced in the best hotel the place afforded. Thursday, June 9th, dawned bright and warm. Nearly all traces of last night's rain had disappeared, and at eight A. M. I paddled away to South Bend, a city of some 20,000 souls of very forbidden appearance. From here to New Carlisle, sixteen miles, fairly good roads appeared, and I take dinner there at 11:30. Rushing on, La Porte, fifteen miles, comes to view at 3:30, and Westville, ten miles, at five o'clock. Supper over, I push on to Valparaiso, eleven miles, at 7:30, and put up for the night. Right here will draw the blue line of danger. Let no bicyclist venture west or northwest of this place at his peril. We did it and lived to regret it. With an assurance of some

TOUGH TRAVELLING

we set out at seven o'clock, Friday morning, and took a walk of eight miles to Wheeler. Four more miles of walking and Hobart was reached in time for dinner. Twelve miles in five hours. Another record! Pushing on, we wheel three miles and then enter a forest of sand, to emerge nine miles on the other side, weary and sand laden, foot sore and tired, in Hessville at 4:30. Five more miles of this kind of going and we stop at Hammond for supper. This over, we hurry on and strike a macadam road four miles out and take the first absolutely rideable ride of the day into South Chicago, seven miles. From here to the city a smooth boulevard up Michigan avenue crowns the most toilsome day of our journey in fitting style. We reach the Pope M'fg Company's office on Wabash avenue at 9:15, but find it closed. Glad to seek repose, we put up at the "Windsor" and resolve to make our presence known on the morrow.

Sauntering out at nine A. M., Saturday morning, we wend our way to Wabash avenue and the Columbia office, and rush headlong against Mr. N. N. Hadley, who has just completed his run from Battleboro', Vt., to the wicked city. Several hours are very pleasantly passed, during which we go through a pile of accumulated mail, meet C. T. Gray, of East Springfield, our contemplated companion henceforward, and do up the Porkopolis in general. To go into detail of this day and the next, with their round of baseball, yachting, sight-seeing, feasting, and, best of all, rolling over the smooth, glassy surfaces of Grand, Drexel and Michigan boulevards, would require more space than I can command to adequately describe it all. Though I saw not one side of Chicago, of its beauties and its villainy, its gambling and its gaiety, its romance and its reality, its grime and its grandeur, two and one-half days sufficed to heartily sicken me, and with a great sigh of relief I spring into the saddle Monday at three P. M., and go bowling out of the great smoky Porkopolis of Illinois. Nineteen miles and Lagrange is reached in time for supper. We came out far south of the point properly to be taken, and consequently did some tall climbing in order to regain the right road. The "C. B. & Q." supper over, we push on to Downer's Grove, nine miles, and put up for the night. Tuesday, June 14, was a beautiful day, but extremely warm. The fresh, unpolluted country air, free from the taint of Chicagoan atmosphere, sent a thrill of pleasure through our whole system, and sent us forth rejoicing at 5:30. Napierville, seven miles west, gives us breakfast, and pushing on to Aurora, ten miles farther, at 8:30 we turn southward and pass through Yorkville, twelve miles away at eleven o'clock. A ride of twelve more miles and Sandwich is reached at 12:30, with a total of forty-one miles. This run has been one of the smoothest yet encountered, and no finer roads exist in Illinois, though New York can equal or excel it on the average. At three P. M. we ride on to Somonauk, five miles, and from there to Eastville, fifteen miles farther, in time for supper. An attempt is made at 6:30 to push on to Mendota, thirteen miles, but we are swamped four miles out by bad roads, and put up with an obliging farmer for the night, fully satisfied with a total run of sixty-five miles for the day. Tired and weary we turn in to dream of being lost in a desert six hundred and sixty-five miles from home.

G. W. NELLIS, JR.

MENDOTA, Ill., June 15.

JONAH'S JERSEY JOTTINGS.

Charley Stenken dropped in to see me the other day for a few minutes. It was the first glimpse I had caught of him since the big race. He talked freely about his running in the contest and of the criticisms of him because he did not drop back and let Harry Hall make the pace. "I tried to get him," he said, "to do it several times, but he would not. You see Valentine and Bradley were close behind, and I was afraid to let them get too near, for I knew nothing of how fast they could spurt. While I was about it I suppose I might have run the first ten miles two or three minutes faster without hurting me. Never mind, we will have another trial. Baggot was indeed a surprise. Now that he has proved to be a first-class man, we shall make a bigger bid for first place next time." Charley will do considerable track racing this season.

The New Jersey Division Race Committee have announced their programme for the Fourth at Roseville, and a good one it is too. Chairman L. H. Porter writes me that by addressing him care Henry Holt & Co., 29 West 23d Street, New York, clubs can secure seats together. As the races are on a holiday and the price of admission is so low, there should be the biggest crowd in attendance that Roseville has ever seen. The meet at Orange on that day will draw together a great assemblage of wheelmen from all over the State and from New York and Brooklyn, so that I do not think the managers have any reason to fear for the financial success of the undertaking.

On the programme I do not think I saw the mile championship race of the Plainfield Bicycle Club. They are to have one though, and are making preparations for a great day's outing. They will turn out in full force for the meet and run at Orange, and intend to make a big time of it altogether.

I am glad they are to have a novices' race. Such races always produce good contests and do much for the development of new men, who but for such chances for debut would never be seen on the path. I am also glad that the racers are confined to machines weighing not less than thirty-five pounds. There should be more races with such restrictions on our programmes. There are many men who would be glad to enter contests on the path, but are debarred from participation, otherwise than at a great disadvantage, by their inability to incur the expense of getting a racing machine. By all means arrange the cards so that all classes may have a show to enjoy the excitement of a path struggle.

After the opening reception at the Elizabeth Wheelmen's house last week President Clapp gave Tom Stevens a "smoker" at his home. A dozen or so were present and chatted on temperance inspiration until long after midnight. Tom won the hearts of the Elizabeth boys by his speech at the opening of the house and no mistake. He will be the guest of the club on the run to Orange on the Fourth.

Next month the Plainfield boys are to have a sixteen-mile road run on the New Brunswick road. And, by the way, I am sorry to hear that the Ilderans have given up their idea of having a ten-mile road-race over the Irvington-Milburn course. There would have been a big field of starters and a rattling scorch would have been the result. The Jersey boys were enthusiastic about it, as many of the contestants in the big race can hardly restrain their impatience to get at one another again. Why does not some enterprising club get up a ten to twenty-five-mile handicap over this course? Enough is now known of the relative merits of the road-racers of this section to make allowances insuring a bunched field the last mile. Who will be the first to try it? Fifty dollars spent in prizes will be an ample inducement, as there is enough racing enthusiasm lying round now to need little more than the glory of the thing to make a day's field face the starter.

I hear that if the clubs do not bestir themselves individually pretty soon in the matter of tournaments, Frank White will take the bull by the horns and, with the assistance of two or three others, get up a big race meeting at Roseville. With such a good manager at the head the enterprise should prove a success. By all means try it, Frank, make it a go and others will follow your example.

The New York and Brooklyn racers, I understand, will enter the races at Roseville on the Fourth in large numbers, and the Jersey boys have paid their debt of gratitude in advance by naming a good string of flyers for the K. C. W. races next Saturday. You'll all be there, won't you? You know that whenever the K. C. W. lay themselves out to furnish an afternoon's sport, it will be no half-filled dish they will serve up.

The Union County Wheelmen are taking time by the forelock and are already preparing to make their rivals travel fast in the Election Day road-race. There are five new aspirants for team honors. They will be given a trial before long, and if not found wanting will be added to the string of those appointed to train for next Fall. The new club house is completed, and the work of interior decoration has begun. It will be lighted with both gas and electricity.

Tommy Burnet tells me that the Westfield authorities are pushing the new macadam road to the Cranford line, and suggests that if Cranford takes it up, Roselle follows, and Elizabeth finishes, we will have the long-prayed-for road between the two main county towns. But—ah! Tommy! Will they? You know the Jersey millenium has not yet arrived. These things are bright subjects for dreams, but sad experience in the past has taught us that what should be done is still far from being done. All we can do is to keep hammering away at them with pen and tongue, and pray that some day the bright light of advancement may some day enter and illumine their darkened minds.

The lantern parade of the Passaic County Wheelmen was a great artistic success, although but forty illuminated paraders answered the bugle call. Captain Pugh paralyzed the spectators by hoisting an umbrella from the ribs of which hung lanterns, while Representative Banker arranged his luminous decorations in the form of a star. New York, Brooklyn, Rutherford, Newark, and Orange were represented in line. The parade brought out in the streets thousands of spectators, who cheered the moving line of lights continuously.

At their last meeting the E. W. elected one lady and four active members. This again brings the number on the race book above seventy. The lady riders in Elizabeth are increasing in numbers and by next meeting another will be added to the E. W. list of members, making twelve in all. This will beat Orange by two. After all, slow-going, stick-in-the sand, Jersey can take the lead in something.

D. W. Romaine heads the P. C. W. score for May with nearly six hundred miles.

Tommy Burnet's big brother "John," a recent convert and newly elected member of the Plainfield Bicycle Club, is developing, so Tommy says, into a long distance rider.

NEW JERSEY DIVISION MEET.

The annual meet of the New Jersey Division of the League will be held in Orange on the Fourth of July, and will probably be the largest meet yet held by the Division. The membership of the N. J. Division is now about seven hundred and eighty. It is true that this is a slight falling off from last year; but the fact that the day set for the meet is a holiday, and that the location is in a place so favorable to wheelmen as Orange, will undoubtedly bring large numbers together.

The programme for the day has been decided on and is given below. The arrangements for the morning are being made by the Orange Wanderers, one of the largest League Clubs in the State, numbering nearly sixty members.

The Wanderers hope to see a large delegation present, and will do all they can to make the day pass off pleasantly. They extend a hearty invitation to all members of the Division to be present on the day, and improve the opportunity to try the Orange roads. To make this possible, there are three different runs on the morning programme.

The headquarters of the meet will be the Wanderers club-rooms, directly opposite the Brick Church station of the D. L. & W. R. R., and the centre of good roads. A club reception committee, consisting of Messrs. Porter, Belcher, Thomas, Baldwin and Smith will be on hand after 7:30 A.M., on the Fourth, to receive visiting wheelmen.

As the holiday comes on a Monday, doubtless some wheelmen will arrange to come over on Saturday or Sunday and so get extra time in Orange for more extended riding than the regular runs can give. All such wheelmen are invited to communicate with W. A. Belcher, Orange Valley, N. J., Secretary of the Wanderers Reception Committee, for any detailed information wanted.

No wheelman should come to spend a night without notifying a hotel in advance, and should write to the Mansion House, Orange; Mansion House, Montclair; American Hotel, Bloomfield, or Continental Hotel of Newark. All are within pleasant riding distance (half a mile to two miles) of headquarters.

Races will be held on the Roseville track in the afternoon, closing the day's sports. Preparations are now being pushed rapidly forward by the committee of State officers, Representatives Wright, Kinch and Porter.

The programme for the day is as follows:
 8:30 A.M. Run to Short Hills, Belcher and Hening in charge.
 9:00 A.M. Run through the Oranges, Baldwin and Wallace in charge.
 9:15 A.M. Run to Eagle Rock.
 10:45 A.M. Business meeting in Harrison St. Rink.
 12:00 M. Dinner in upper Music Hall.
 1:30 P.M. Parade. Line formed at Headquarters and line of march ending at race track. The Chief Consul, Grand Marshal.
 3:00 P.M. Races.
 The official advertisement of the meet is to be found in another column.

KENTUCKY NOTES.

It is with pleasure I hear that the Avondales will inaugurate the local racing season by a series of races at the Carthage Fair Grounds (trotting track) on Saturday afternoon, June 25.

The championship of the three cities at one mile, the medal for which was offered last year by the "Sun" Company, and won once each by Burroughs and Belding, will be finally decided, and as a time limit of 3.10 is part of the conditions of the race, some pretty fast Cincinnati going may be expected.

Other interesting events will also be presented, and, weather permitting, a fine time is expected.

The Kentuckians who will go over to try conclusions for the championship will be: Al. M. Watcher, said to be the coming man; the Croninger brothers three, and, maybe, one other. From the Ohio side Burroughs, Belding, Muhlhauser, Andress and Wayne will probably start.

It is expected that these meetings will be held monthly hereafter, each club holding a meeting, and then commencing over again if there are more months than clubs.

Suppose the Carthage Fair folks will offer their yearly prizes in August and construct that same old programme and races, which readeth as follows: "Parade of wheelmen; first race, half-mile dash; prize, hub-lamp," etc., etc.

Do, please, Mr. Secretary, get up a programme that isn't the same old horse-ch—t that it was in 1883.

Chester Park is no longer the gathering-place of the wheelmen. It smells too loudly there of set-up trotting races and professional pugilistic farces.

The following is inscribed in a large, round hand upon the bulletin-board situated in the rooms of the Kenton Wheel Club:

"Road Hog arrested! Trial set for Monday, the 13, at 3 P. M."

This means that Mr. Drinkenburg, heretofore mentioned in these columns, who tried to paralyze Al. Watcher, down near the Boone County line, and who caused the latter to trudge home with his bicycle in a sack, has been arrested by a horrid constable and yanked out of the midst his white-wash cans into the office of a stern justice of the peace of this good commonwealth to answer the charge of breach of the peace. Mr. D. endeavored to explain matters and told fourteen distinct different stories to as many people, but he was bound over, just the same, in two hundred dollars bonds to appear on Monday and answer the charge.

When he pays the fine, if any is assessed, Watcher will file a civil suit against him for the value of a new wheel, less the amount for which the old one could be sold.

He says he is prepared to carry the case to the Court of Appeals, and, if necessary, to the Supreme Court, if a jury from the county, where the case will have to be tried, decides against him.

Cincinnati has been full of tourists during the last few days, and they have all been heartily welcomed and escorted out of town. I do not wish to have anyone infer that the police escorted them out of town, so I will say that when they got tired of staying here and wished to be again on the road, the local wheelmen did the elegant and piloted them up to Scorchville, alias Hamilton.

Among those who passed through were C. T. Geurnsey and George Bowen, of Macon, Ga., on their way from Niagara Falls to their home; Messrs. H. H. Thompson and R. D. Garrett, of Louisville and Princeton, Ky., respectively, on their way to Niagara Falls from the Falls of the Ohio, and F. E. Van Meerbeke, of Newport, R. I.

Mason, Ohio, will "celebrate" on the 16th, 17th, and 18th, and will give bicycle races. The horny-handed farmer's son, who rides a Standard, don't know what an amateur is, and has won many cash prizes at the Fairs, will be on hand, so will the city boys, because it's a "free blow."

"Larry" Spaulding and Al. Schnitker, of Covington, who started a-wheel for Chrisman, Ill., on the 2d, reached Indianapolis and then "trained" the balance of the distance.

While streaking along the fine pike between Cynthiana and Paris, Ky., on Sunday, June 5, and enjoying their one day's vacation, Messrs. Willison, Parshall and Croninger, of Covington, together with several of the Cynthiana Wheelmen, met a buggy containing two young men and drawn by a blooded "hoss." The "hoss" ran off, upon getting a good view of the wheels, and, overturning the buggy, dragged one of the occupants along for several scores of feet upon the bridge of his nose skinning the same severely. The hoss then fell down and had a spasm, while Mr. Redman, one of the wheelmen, with great alacrity alighted and sat upon the neck of the animal to keep him from doing any further damage.

The other wheelmen crowded about, expecting a fight, when the Kentuckians got their wind back and found their revolvers, but, not so—"beg your parding, young man, there you lied" as the poet says. The bruised buggyite brushed the limestone from his soiled clothes and remarked that he would rather take a header from a wheel any day than get dragged under a buggy. He did not get mad. He was a wheelman himself and his companion also, and they had been there, too. The only thing they regretted was that their clothes were spoiled and they had been on their way to a female college commencement.

The boys from Kenton accustomed to being shot at and abused, then fell upon each other's necks and crumpled up their accident policies by embracing one another. Was this a dream? Is this the Blue Grass region? Where are the men with the spurs and big revolvers who were to shoot us on sight if we scared their horses? They never turned up and the boys say they are going down again on July 4.

KENTUCKY KRONICKLES.

Robert Curtis Taylor, of Newport, Ky., has joined the Kenton Wheel Club, of Covington, making about their thirtieth member.

The printing of the Kentucky road-book is in progress and before another week is past will be finished and the books ready for delivery. Proofs of the routes have been seen by THE WHEEL correspondent, and they look very neat. The Aldine Printing Works of Cincinnati, is the printer.

I have the last chapter in the road-hog case to chronicle as far as criminal proceedings are concerned. On last Saturday afternoon, B. Drinkenberg was fined fifty dollars and costs by Esquire W. P. McLaughlin, for running down A. M. Watcher on the Lexington pike near Erlanger, some two weeks ago. The charge was breach of the peace. At the trial, Watcher was represented by W. McD. Shaw, and Drinkenberg by Hallam & Myers. The defense, of course, was that the running down was unintentional, but the milkman "gave himself away," as it were, and Mr. Shaw got him to admit just what was wanted for the wheelmen's side of the case. The 'Squire took the case under advisement and the next morning went out in a buggy to view the scene of the affair, and as soon as he saw the spot his mind was made up. "No man need run into a wheelman, whether with young or old horses, when he has fully thirty-five feet of macadamized road in which to get by," said the Squire, and that settled it.

One feature of the trial was that Drinkenberg seemed to have the idea that wheelmen had no right whatever to travel on the roads. He was

very quickly disbelieved, and astonished, too, when his attorney rose and remarked that he did not question the right of the wheelmen to be travelling on the pike—the only question was, was this running down done intentionally or not? Mr. Watcher will now bring civil action for the value of a n.w wheel, less the amount his old one will sell for when repaired. They intend to "rub it in" to Mr. Hog.

The Avondale Bicycle Club, of Cincinnati, hold the first of the season's racing on Saturday the 25th. The events to be run off are as follows: One mile bicycle, for the championship of the three cities; being another heat for the Sun medal offered last year. Half-mile, safety race; one hundred yards, running race; one mile, open; one mile, handicap; five miles, for championship of the Kenton Wheel Club, and a one-mile consolation race. The racing will be at Carthage Fair Grounds, Hamilton County, Ohio, and promises to be of a character never before approached in this vicinity.

Washington Court House, Ohio, announces a race meet for July 4.

August 26 will be the day for the running of the annual races at the Carthage, Ohio, Fair. Winners of a race are barred from entering any other race.

The *Commercial-Gazette* cycling man wants to know who Harry Hall is. Why, Tudor, do you mean to say you don't know Harry, the man who used to be so speedy up in Power Hall, and who, by the way, was a goer? Ask Warner Galway or any of the boys who used to dodge posts at a 3:20 gait in the aforesaid hall for the benefit of the Cincinnati Bicycle Club.

The Kentucky boys who are to compete at Carthage, next Saturday, are greatly handicapped for want of a track to train on. That's where their Hamilton County brethren have them.

Ed. Landy, of Cincinnati, who is at Yale College, will hold up that institution's credit on the cycling path during this season.

Please, Mr. Kron, send us along those road-books, or we will have one of our own.

NORB.

MINNEAPOLIS, MINNESOTA.

June 16, 1887.

95 degrees in the shade—100 degrees in the sun. Long continued rains have made wheeling difficult and scarce, and items correspondingly so.

Rumor says the L. A. W. tour will be postponed till the prairie roads have had time to dry up, and get smoothed a little by travel. These famous roads are like the little girl mentioned in rhyme; "when good, very very good, and when bad"—well, horrid isn't strong enough a word to express it. At least, it isn't the word riders use when unlucky enough to be caught on one.

Some two years ago, I made a trial of one the morning after a heavy rain had thoroughly soaked it. Fresh from New England roads, which a hard rain always improves, I foolishly thought the same rule would apply here. The morning was intensely hot, the road little shaded, and out of eighteen miles I walked but fourteen. The cars were good enough for me on the trip back.

Tuesday evening the streets were so muddy that all club-runs were declared off. At the Mercury Club's meeting, attendance was light, but sentiment seemed to be in favor of tendering the L. A. W. tourists dinner at the West hotel, as a small matter of courtesy. No doubt several wheelmen will accompany them part way on the first day's run.

The first Victor tricycle has appeared in the city, but its stay will be short, a lady near White Bear Lake—a popular Summer resort, having purchased it.

The faces of Leland and Waring beamed as a telegram from Overman was handed in, announcing Rhode's success at Crawfordsville on a Victor, adding "The Victor is invincible."

Well may they feel pleased at two such victories in succession. But not all spoils belong to the Victor, for in New Jersey the Star scoops everything, and at Chicago the Columbia leads by a large majority.

By the way, a former Minneapolis boy, Morrison, entered in the recent Pullman Road Race, but Van Sicklen, having seen him win one or two short races here, handicapped him so heavily that he stood no show whatever. Some remarkably fast time has recently been made between this city and St. Paul, over a road not in the best of shape, two miles of which are always sandy and poor. Hale,

on a bicycle, riding the distance, fifteen and one-quarter miles, in 1h. 2m., H. Lachor, on a bicycle, 1h. 6m., while Morrill and Bartlett, on a Columbia Tandem, made it in 1h. and 20m., arriving there brown with sand, and wet with perspiration.

If I did not know the distance to be correct, and the men every way reliable, I should be a little incredulous, but the record may stand as it is, for all my breaking it. Fifteen miles per hour, with the mercury at ninety-five degrees in the shade, is too rapid a gait for me.

Our new Police Commissioner is rigidly carrying out the law forbidding fast driving, and leaving teams unhitched, and the City Treasury grows plethoric in consequence.

The Tribune's funny man dips into the future, and makes a prophetic application of the law to some bicyclist, as quoted below.

But under all the fun there may be a possible warning to reckless riders—wishing the same road rights and privileges as carriages—and I would caution such to go slow, when the policeman's on his beat.

I have it this evening—16th—on the authority of the Tour Master himself, that the tour will positively start the 20th, it being arranged that roads will be dry and smooth by that time. May success attend them, and weather be all they could ask for.

L. B. G.

THE ROADS IMPROVEMENT ASSOCIATION.

The Roads Improvement Association is formed for the purpose of—

Circulating popular and technical Road Literature, having for its end (one) the enlightenment of the British ratepayer upon a subject that vitally affects his pocket and his interests, and (two) the instructing of road surveyors and Highway Boards as to the proper system of Road Maintenance. Specimen copies of the Road Pamphlets, specially written for the Association, may be obtained gratis of the hon. sec. at the address given below.

Remonstrating with the responsible authorities in cases where the neglected state of the roads has become a grave public scandal, and if needful (as far as the funds permit), taking legal action to enforce the rights of the public.

Watching any suggested, and if possible, introducing fresh legislation with a view to removing the anomalies that at present exist.

The widespread distribution of the pamphlets and leaflets issued by the association will doubtless lead to the adoption, in many districts, of the principles therein advocated. This has already happened in many cases. The committee will be very glad to receive from provincial readers any information as to improvements recently made in road repair in their respective neighborhoods. Cuttings from local newspapers containing letters on state of roads, reports of local meetings at which such matters may have been discussed, etc., will always be welcome and useful.

The association has made arrangements with Messrs. Lucas and Son, Little King Street, Birmingham, to supply (at 2s. 6d. each) a thin sheet steel (plated) ring gauge, with apertures of one and one-half inches, one and three quarters inches, two inches, and two and one-quarter inches, which every cyclist should make a point of carrying in his waistcoat pocket, with a view to reporting cases where an excessive size of stone is used.

Contemporaneous with the movement in favor of better roads, the R. I. A. will also take up the question of finger-posts and milestones, without which no road can be considered perfect. In too many cases defective and ruinous finger-posts and milestones are as common, and perhaps more so, than bad roads.

The Roads Improvement Association will assist any efforts made with a view of remedying this condition of things and to facilitate matters, and, if necessary, prepare the way for legal action, has prepared a form to be filled in, giving all needful information, which will be filed at the office of the association for reference. These forms, like the illustrated pamphlet here introduced, can be obtained on application to the Honorary Secretary. C. T. C.—*Gazette*

An enthusiastic meeting of the New Jersey Wheelmen, of Newark, was held last Tuesday evening. Captain Longnecker resigned his position, owing to his removal to Waltham, Mass. First Lieutenant T. E. Theberath was promoted to the Captaincy; Second Lieutenant L. S. Klotz to First Lieutenant, and "William Henry" Peck was elected Second Lieutenant.—*Call*.

NEW ORLEANS NOTES.

It is scarcely three weeks since the running down of W. W. Crane and arrest and subsequent conviction of the runner-down was chronicled, when it again becomes necessary to record another occurrence of a like nature, and, as in the first instance, the wheelmen again came out on top.

On the evening of May 23, while George H. Dwyer, in company with his elder brother, Will, and several other local cyclers, were out for a ride, they overtook a grocery wagon driven by one John Gray (colored), going in the same direction as they. As is customary, the boys strung out in single file and rode by the wagon, this is, all except George Dwyer passed it, just as the latter got abreast of the driver he (the driver) deliberately pulled across the road in front of him, thus shutting him off. Dwyer managed with one hand to push the mule off a little and started to spurt past when just as a corner was reached, the negro again gave the mule a vicious yank, pulling the wagon so that the shaft struck Dwyer, throwing him clear off the bicycle, which was run over and damaged to the tune of \$31. The negro then whipped up and attempted to escape, but Will Dwyer, hearing his brother's cry and seeing the wagon approaching at such an unusual pace, instantly divined the cause. Making a flying dismount he seized the mule's bridle, and speedily brought it to a halt. The negro was thoroughly worked up by this time however, and leaning over made a cut at Dwyer with his whip, but again the latter was too quick for him. Dodging the blow, he quickly caught the whip, and jerking it from the darkey's hand, he taught that individual that a cycler can wield a whip as well as the next one. George Dwyer came up about this time, and convincing his brother that he was uninjured, the negro was turned loose for the time being, after his name and address had been secured.

The next day his employers (Dubois Brothers, a grocery firm) were waited on, but after considerable parleying, declined to settle the matter peaceably. The courts were then resorted to. George Dwyer entered a charge of reckless and malicious driving against the dark-skinned road hog, besides instituting a civil suit for the amount of damage his wheel had sustained. The elder Dwyer also swore out an affidavit charging the negro with assault in that he attempted to strike him. Dubois Brothers furnished their colored protégé with a lawyer, on whose advice a counter charge of assault and battery was lodged against Will Dwyer.

The case came up on the first instant before Recorder Keller, who, after hearing the evidence, dismissed both the charge and counter-charge of assault and battery; but find Gray five dollars or ten days for malicious driving and failing to stop and see if Dwyer had been hurt; also an additional five dollars or ten days for violating the law prohibiting vehicles from turning a corner at a gait faster than a walk, after which the judge committed the accused to the criminal court for assault and battery on George Dwyer, the act of pulling the wagon around on him and thereby striking him with the shaft constituting the latter offense. It seems the darkey endeavored to prove that he was turning the corner and that the knockdown was accidental, but unfortunately for him, he admitted that he was on a slow trot while attempting to do so, thereby rendering himself liable to the find as before stated. His lawyer took umbrage at the court's decisions and harangued long and loudly claiming that his client had not been charged with the last two offenses. The judge, however, read the law covering each of his decisions and stated that he had so ruled ever since he had been on the bench and that he stood ready to carry his rulings to the Supreme Court, if necessary. He also remarked that there was not the slightest doubt in his mind but that the accident was the result of maliciousness on the part of the driver, and added, that had the plaintiff (Dwyer) been killed, the accused would have been guilty of murder according to law.

This turn of affairs was even more than the plaintiff's side had looked for and they expressed a desire that the assault and battery charge be not pushed as they considered the negro sufficiently punished. The judge sat down on them however, telling them that they had nothing more to do with the case, it having now resolved itself into a State matter. He also said that he intended to push it and make an example of Gray, and then perhaps drivers of vehicles would understand that others besides themselves were entitled to a share of the road.

And so ended the most extended trial of a cycling

nature yet held in the South. The lessons it has taught are obvious, and those who are troubled with the genus road-hog might do worse than read this small-sized history twice.

I have said that the matter was ended. This is not exactly so. The civil suit for damages comes up for trial during this week, and the criminal court charge will be tried still later. Of these more anon.

The N. O. B. C. has recently added a billiard table to its possessions, and now the associates will be able to derive some benefit from their membership.

The *Times-Democrat*,—which, by the way, has been looking up in the matter of wheel news of late—in a recent issue made mention of the opposition to the New York Rights and Privileges Bill, and, in accordance with THE WHEEL's remarks on the subject, suggested to Local Consul (and Acting-Chief Consul) Fairfax, that a meeting of local riders be called to frame and forward to Governor Hill resolutions for support of the bill. Fairfax, however, did not think enough of the suggestion to notice it in his paper, the *Item*, (possibly because it was suggested by a rival journal) and nothing was done.

This is about the way every thing is carried out here. There is a lack of hearty and cordial cooperation among the boys that is discouraging. I do not believe there has ever been anything done where everybody has been united and pulled together. Everybody waits for everybody else to make the initial move, and as a consequence one or two men do everything. If a success is scored and the worker gains a little flimsy glory, there is bound to be someone turn up bewailing or complaining about something or other. If a failure results, the "I told you so" young man is at your elbow, happy in the fact that he didn't have a hand in it. This cannot be attributed to the climate, as some would have you believe. The Citizens and other prominent Northern clubs appear to be almost as bad; taking a half-hearted interest in matters of vital importance. No, it's not the climate; it's the man; eh! Mr. Editor?

Chief Consul Hodgson has not yet returned from St. Louis. From there he went to New York and when last heard from he was about to leave for Pittsburgh, where he goes to commit something desperate. Not murder, or burglary, or anything of that sort, but—well, never mind; just let the Pittsburghers keep an eye on him, and let the world know of his doings.

C. W. Abbott, of Baltimore, is in the city, and gathering information in regard to lantern parades.

The Louisville & Nashville R. R. Co. employees annually give an excursion for the benefit of the orphans of Mobile. This year it occurs on the 23d inst. at Ocean Springs, Miss., a Summer resort midway between New Orleans and Mobile. Among the festivities will be a couple of bicycle races, in which two or three of our cracks will participate.

BI.

LATEST MILEAGE OF "X. M. MILES."

Editor of THE WHEEL:—The Springfield Printing Company fell a little short of the promised "record," last week, and only shipped nine hundred and sixty-six books for me, as compared with 1074 of the week previous. This morning one hundred copies were started for Chicago, and a box of fifty were to follow for Louisville this afternoon, raising the total record to 2592. Detroit, Ann Harbor and Adrian, with a dozen lesser Michigan towns, were supplied last week; also Milwaukee and seven other places in Wisconsin.

Newark, Orange, Elizabeth, Plainfield, Trenton, Moorestown, Morristown, Smithville and Westfield were the New Jersey towns on my last week's list; and subscribers at all other places in that State will find their books at 12 Warren street, New York, or at 811 Arch street, Philadelphia,—though my box for the latter city will hardly be sent before Thursday next, when I also hope to supply Boston. To-morrow I must put up the Australian case of two hundred and fifty books, and perhaps also ship to Cincinnati, whose one hundred and fifty labels are now all ready for the packer. Buffalo, Scranton, Pittsburg, Cleveland and Montreal, are the chief agencies which will then claim my attention.

I've already printed more than 50,000 circulars, of six different patterns, to go with the book; and I enclose a specimen of the latest ones, giving "opinions of the press" for the last three years, in praise or ridicule of the scheme. I've included all the sarcasms that have ever been published against me (so far as I have been able to find them), because I think they help make a more readable

advertisement than one wholly composed of "taffy." Hence I greatly regret that the London *Atlantic News* of June 6, has reached me just too late to allow my quoting from it the remark of a contributor who says of my plan (for persuading the 3000 advance subscribers to sell 30,000 copies for me, as a reward for my faithfully serving them), that it is "about the coolest piece of impudence on record." He ought to be grateful for it, therefore, as a comfort to him during the hot weather. I myself shall probably need a "cooler" of some sort as I wheel back to the big city, 25th to 27th.

KARL KRON.

West Springfield, Mass., June 20, 1887.

THE NEW EXCELSIOR CYCLOMETER.

Many will remember that at the Exhibition held in Boston last year, in connection with the League Meet, a model of a cyclometer was shown by the inventor, Mr. Frederick Jenkins, of New York, which embraced many distinct features not found in those which had already been placed in the market. During the Summer the special tools required to make the parts with mathematical accuracy were constructed and an order given for a quantity, after numerous experiments and severe tests proved that the principal of construction was correct. After a year's time the instruments were brought to that stage of perfection that warranted their introduction on the market, and as we have examined one of the first, a brief description will be of interest to our readers.

As will be seen by the cut, the cyclometer is neat in appearance and graceful in outline, the extreme length being five inches, and the face two and a half inches in diameter. It is attached to the axle of the driving wheel of bicycles, and the weight keeps the face in view, so that the readings can be taken from the saddle without a dismount. The motion to the mechanism operating the dials is imparted by a worm-screw which is in two sections, and is firmly clasped to the axle of the bicycle, being held in position by rubber plugs set at equal distance and taking the place of the infinitesimal set-screws usually employed. The rubber also tends to lessen the vibration always apparent.

The worm gears into a curve wheel, which by positive motion, through a set of gears that vary according to the size of the bicycle, moves the pointer around the dial once for every mile. The motion of the dial engages a lever which at every mile moves the right hand figured dial forward one, and thus permanently records the distance until the second mile is reached, when it is again engaged and the operation repeated. When nine miles are reached, a pointer on the first figured dial engages into the second figured dial and releases it when ten miles are recorded, and moves it forward one, and the operation is continued up to one hundred, when the third dial is engaged and the register continued up to nine hundred and ninety-nine miles, when it returns to zero without further setting.

The double Geneva lock movement is employed on these dials, making it utterly impossible for the wheels to move before the distance is travelled, and the manufacturer guarantees them infallibly accurate. A great advantage is the fact that the figures move with a sudden motion and not gradually as in several varieties now on the market, rendering it impossible to make any mistake in the reading of the instrument.

The bearing that receives the worm is quite wide and provided with a felt buffer, making them dust proof. The ball may be detached, and a lantern swung if desired at night, without disturbing or readjusting the cyclometer from its position on the axle. Everything in connection with the manufacture is first class, and the greatest pains have been taken with each individual part, which is machine made, and perfectly interchangeable.

The cyclometers are now ready for delivery, and can be obtained from the manufacturer, Frederick Jenkins, 291 West Eleventh street, New York, or by the trade generally. They are at present adapted for bicycles whose axles do not exceed three-quarters of an inch diameter, in sizes from forty-two to fifty-seven inches inclusive. Those who have patiently awaited its appearance can feel assured that they will receive more than the value of their money by renewing their orders.

The "Bicycle Waltz" composed by G. N. Rockwell, 117 Wyoming avenue, Scranton, Pa., is said to be very tuneful. It was first rendered at the Scranton Club's minstrel entertainment, and was voted a "go."

ATHENIAN WHISPERINGS.

What does a correspondent do when nothing has happened, and he is expected to write it up graphically?

JOHN SMITH took a header yesterday and fractured his back-bone.

WILLIE JONES has just returned from a business trip to Philadelphia.

THE Can't-Break'em Bicycle Co. filled thirty orders in three days last week, and is still behind. (Adv.)

What of it??

This is the season when the wheelman retireth from cycling rackets, and taketh to himself a partner and a racquet, and proceeds to court. It is pleasant to note that so many Boston wheelmen are interested in lawn tennis, and that there are some crack players in the cycling ranks. I thoroughly believe in this tendency towards diversified sports, and have been glad to know that some of our most enthusiastic tobogganers, canoeists, yachtmen, tennis players, and amateur photographers, are likewise enthusiastic wheelmen. In fact it may be claimed, fairly, that wheeling has done more for general athletics in this country in the last five years than any one other sport. And if we are to have a healthier, ruddier and more robust womanhood in America, the wheel will be entitled to quite as much credit for it as tennis, which, until recently, has been the chief out-of-door sport for the gentler sex.

It seems as though the girls had actually taken up tricycling; for it is a very common sight now, in the suburbs, particularly in the evening, to see couples upon tandems out for exercise or recreation. Noting this increase in lady riders the present season, the question has suggested itself to me more than once, are they wives or maidens? Perhaps all young wheelmen have a personal interest in the solution of this question, for it is a fearful thing for a man to go into raptures over a pretty face he has seen, and find afterwards that it belongs to a mother with a boy eight years old. I think I will make the acquaintance of some of the Boston lady riders this Summer, and try to have the question answered for the benefit of all concerned. That they are not all married I am sure, and here is a case in point. It was beyond the mile ground (out Beacon Street), "in the gloaming," and they were riding upon a tandem. I realize fully that I should have blown my whistle, or coughed, or made some sort of an outcry, but he was leaning forward over her left shoulder so persistently, while looking so earnestly at the smooth road-bed just to her right, that I was too much interested to do the proper thing under the circumstances; possibly he was merely whispering in her ear that the League had reached a membership of over 10,000; but in any event I found myself wishing that I had a tandem and a best girl—a Humber tandem, too, because whispering at long range is neither graceful or pleasant. Truly, the Humber is a very dangerous machine.

I heard a good one last week: A gentleman, nameless to these pages, bought his wife a tricycle not long ago, which, after a few trials on the road, developed an annoying squeak, the source of which could not be discovered. The wife began to study into the thing, and just as they were starting out a few evenings since, she electrified "hubby" as follows:

"Fitzclarence, love, I think I have stopped that hateful squeak. It seemed to come from those steel straps on the axle, and this morning I gave them a little lubrication."

"Good heavens, Maria, you have oiled the brake!" was all he said.

The seashore season is upon us, and many wheelmen have already taken up Summer residences well outside of modern Athens, and others will follow in a week or more, so that by July 15 the clubs will be very quiet. I have often thought of the idea of seashore clubs for the Summer season, a number of wheelmen, or wheelmen and their families, securing quarters together, thus ensuring pleasant companionship, and that *exclusiveness* which is such a feature of Boston social life. I am told that a number of Massachusetts club bachelors have secured a cottage on this plan, near to a hotel, in a rural locality, and propose to startle the neighborhood. Whether they expect to ride in to business each day upon their wheels, or come by rail, I cannot say; but in any event, half a dozen fellows, so situated, for the Summer months, are sure of a jolly time, and the idea should become popular. The next thing to this is the Summer camp, which,

by the way, is not a new idea, though one where the field of possibilities for enjoyment has not begun to be worked. The camp of the Massachusetts Division, L. A. W., at Cottage City, Martha's Vineyard, August 4, 5, 6, promises much in the way of "a good time" to those who will participate, especially as some other organizations may fix upon the same place and dates for their Summer outings. It is too early to give the programme, although in a week or two the circular of information will be forthcoming. The Quebec tour is attracting some little attention, and while many Boston wheelmen have received the circular and are talking about it, not a great many will participate. I learn that Capt. Peck and some of the Massachusetts boys will leave for New York during the first week in August, and expect to do a large portion of their riding in States to the Southward, as far as Virginia. Philadelphia, Baltimore and Washington "hardriders" take notice.

Two or three-day Summer tours are not as popular in this section as they would be were the roads less dusty during the heated term; and even the single day run, unless it is made with some definite object in view, as, for example, a race meet, does not call out much of a crowd. The picnic is an institution, which, in this part of the State, should find more favor among wheelmen, as there are scores of delightful places within easy tricycling distance of the State House, where a day can be spent most enjoyably. One of these is Riverdale, and the Boston's propose to attend service there next Sunday, in a body, the cyclers piously riding to the rendezvous on their wheels, while the associate, non-riding, members, will go less piously by train. The club steward will distribute the hymn-books. Wish't I was going to be there.

Another nice place for a picnic is the Middlesex Falls, and there are good roads all the way. Natural camping grounds can be found at various points along the margin of Spot Pond; there is good boating and the boat-house keeper will receive any "packages," loose or "in the wood," which may be consigned to his care, by the local express. Good water is plenty, the entire pond being the water-supply for the neighboring towns.

Have readers of THE WHEEL ever heard of Medford, Massachusetts? It was once described to me as a place noted for its piety—and the manufacture of New England rum. I rode out to Medford last Sunday to meet a friend, who, having arrived first at the rendezvous, had seated himself upon the stone steps of the Boston and Maine railroad depot, to rest, and to wait for me. He was ordered up in about three minutes, however, by a policeman, who informed him, that it didn't look very well to be sitting there when people were on their way to church. Besides piety and rum, Medford is noted for having the biggest signs of warning to "bicycle and velocipede riders," and for allowing its thoroughfares to remain in worse condition the year round than any other town of its size in the suburbs of Boston. I have never heard of a bicycle club hailing from Medford, and perhaps there is a reason for it.

Speaking of roads, reminds me that the question of road improvement is beginning to attract some attention in the wheel press. Agitation is a good thing, and the more ideas that are promulgated on the subject the better for the scheme, when, finally, something has been evolved from the talk. One man is not going to do the business however, or one body of men, or ten million tracts, showered upon the country like congressional campaign documents. The good work will begin when it does begin, and be carried on, by quieter and far more effective means. Money will be wanted, in time, and plenty of it, but it will be wanted to spend on the roads themselves, and not in high salaries to agitators, the extent of whose interest in the matter shall be measured by the altitude and continuance of the aforesaid salaries. The "Road Improvement Society" is a suggestion in the right direction. Let the wheelmen everywhere join these Road Improvement Societies—even form them—but let them attend the meetings in their *every-day dress*.

The correspondent of the *Globe*, for last Sunday, says: "It is very probable that a new club will be formed as soon as the Massachusetts club has disbanded. How large a club it will be cannot at this time be predicted with certainty, but the probabilities are that it will be small, and the membership rather exclusive."

Knowing where the *Globe* correspondent gets a

great deal of his information, it is not difficult to speculate upon the personnel of the New Club, or to define the mainspring of its future existence. The surmise is pretty well established that it will occupy the old club house—in the event of being formed, *of course*—and as the old club could not afford to live there with a membership of two hundred or more, there must be concessions, somewhere. Rumor hath it, too, that the present club house may be cut up into flats, so to speak—with wheelmen on the first floor, artists or other roomers on the top floor, and the deuce only knows what between decks. So the Steward told me a few days ago when I happened in. That the club will be "small" and the membership "exclusive" may become a reality, in view of possible contingencies, for precisely the same reason that Jack didn't eat his supper. Wouldn't it be an irony of fate if the club house was at the bottom of the "discord" and "feeling" after all?

In a recent cycling weekly, the author of New Hampshire Notes indulges in some charming reminiscences of the early days of cycling. This is always enjoyable reading—but won't we get a surfeit of it when friend Karl's book is finally distributed?

Fourth of July, in a little over a week from the time this greets the readers eye. With races at Lynn, on Boston Common and at Brookline; with the Springfield club races, the New Hampshire Division meet, and other events "going off" all around us, without counting in the club runs, two days' outings and what-not, which have already been planned, the Bostonese cyclist will have no excuse for staying at home—not unless it is hot, demnition hot, or it rains. I think your correspondent will find a shady nook somewhere, "down by the shores of the sounding sea," and, by the aid of straws, try to determine which way the wind blows. STYLUS.

CANADA TOUR OF THE ILDERAN BICYCLE CLUB.

The following is a list of the participants in the Ilderan Club's Canada Tour, up to June 20:

E. P. Harris, West Chester, Pa.
T. H. Burnet, Elizabeth, N. J.
Dr. J. T. McBride, Jersey City, N. J.
W. J. Savoy, Brooklyn, N. Y.
H. C. Mettler, Brooklyn, N. Y.
L. L. Hayes, Brooklyn, N. Y.
W. C. Bailey, Brooklyn, N. Y.
Ed. Hornbostel, Brooklyn, N. Y.
F. C. Farnsworth, Brooklyn, N. Y.
W. A. Overton, Brooklyn, N. Y.
S. L. Cromwell, Brooklyn, N. Y.
W. K. Cleverley, Brooklyn, N. Y.
H. H. Blesson, Brooklyn, N. Y.
S. H. Torrey, Brooklyn, N. Y.
R. L. Calking, Brooklyn, N. Y.

The Tour Committee urge all intending participants, who have not as yet handed in their names, to do so *on or before July 1*, as on that date the list will be closed and the final arrangements completed only for those then entered.

An outline of the trip has appeared in former issues of THE WHEEL, and further information may be had of Mr. H. C. Mettler, Secretary Tour Committee, 71 Lincoln Place, Brooklyn.

There is a lesson in the downfall of the Massachusetts Bicycle Club which, at this stage of cycling in America, should be heeded. There is such a thing as being too much in earnest in our recreation, and of allowing personal feeling and petty jealousy to become a dominant passion. There has been too much quarrelling already in cycling circles; doubtless the League itself has suffered in the year or so past, through bickerings and wordy wars between prominent members. In the case of a large club, with expensive property on its hands, necessitating a substantial and regular income, internal dissensions, no matter how trivial in the outset, are influences which must be more or less fatal in their tendencies unless promptly met and all differences harmonized. This has doubtless been the prime cause of the fall of this once powerful club; the very effort to increase its revenues by large accessions, in order to maintain a handsome club-house, bringing together heterogeneous elements out of which have grown differences, that under a load of debt, could not be reconciled. No one man or clique is responsible—the fungus of disease has permeated the whole body until disruption was the inevitable end.

TIMING BY ELECTRICITY.

PHILLIPS' METHOD A SUCCESS.

"Although a purely technical description of the apparatus would be somewhat out of place in our columns, we think it is of sufficient interest to our readers to give a brief outline of its construction and operation. The watch—which in Mr. Phillips' case, consists of a split-seconds and minute chronograph, which obtained the A certificate at Kew with 73.7 marks—is placed in a soft iron case, thus to protect it from the influence of the magnetic field, fixed on the top of a small box containing two electro-magnets operating levers, acting on the buttons or push pieces of the watch. These magnets are connected by suitable switches with a battery, and come into operation when the circuit is closed, either by firing the pistol or by pressure on the winning tape, both the pistol and the winning tape being coupled up in circuit by suitable lead wires. In the stock of the pistol is a 'circuit maker and breaker,' which closes the circuit automatically when the hammer falls on firing the pistol. This starts the chronograph hands, one or both of which are stopped by pressure on the winning tape, which closes the circuit, and thus operates the button or buttons of the watch, as we before described.

"One of the most remarkable features about Mr. Phillips' apparatus is its proof against fraud, even on the part of the person using it, for, although the second and split-second hand of the watch can be started by firing the pistol, and stopped by pressure on the winning tape, yet, after this has once been done, the respective parts are automatically cut out of circuit, so that no further manipulation of the trigger of the pistol or of the winning tape will affect the watch. In case of bicycle and tricycle races, this serves a double purpose so far as relates to the winning tape, as it prevents the trailing wheel or wheels of a machine from operating the watch, which would obviously send the hand or hands back to zero before the time could be read off. Furthermore, in a certain part of the circuit there is an electric bell, which automatically rings when any part of the apparatus is not in working order, or is being tampered with, and also when the operator manipulates the mechanism to bring the hands back to zero after taking a time. The apparatus we saw in use has been specially designed for portability and adaptation to any track, and it is all contained in two small boxes of a convenient size to be easily carried by one person. We understand from Mr. Phillips that he does not think anything more perfect is required for races of over a minute duration, but if finer fractions of seconds are required for sprint races, they can be obtained by the use of a short time chronograph beating, say, twentieths of a second, instead of fifths.

"We were present on Thursday week when the apparatus was practically tested at the grounds of the London Athletic Club, Stamford Bridge, and a very careful scrutiny of the operations convinced us of the perfect accuracy of the apparatus. Both in starting and stopping it is absolutely instantaneous, and to our mind there can be no reasonable doubt that, if the apparatus works at all, it is impossible that it can fail to be perfectly accurate. We saw it tried with complete success in timing both runners and bicyclists, though Mr. Phillips labored under the disadvantage of having no special facilities at the L. A. C. grounds for testing the apparatus. In the case of foot races the usual worsted was stretched breast high, whilst a different method has to be adopted for wheelmen. At present a thin wire is stretched across the path, an inch or two above the ground, and the pressure of the wheel as it passes over stops the watch.

"There is little doubt that Mr. Phillips' invention is in every way a practical success, and that by its use all misgivings as to the accuracy of times made in races will cease. It is equally certain that, when once its merits are fully recognized, the present method of timing will cease to be relied upon, inaccurate as it must necessarily be when it has to depend upon human agency for its manipulation. We may anticipate an eagerness upon the part of various timekeepers to test their watches against Mr. Phillips' apparatus, and as their reception of the invention is hardly likely, for obvious reasons, to be very friendly, any discrepancy will assuredly be set down by them to the unreliability of the apparatus. Should there be any difference, as undoubtedly there will be, there will be only one inference to draw, and that will be in favor of the watch-holders.—*The Field*.

THE BICYCLE BILL.

MEMORANDUM SUBMITTED BY PERMISSION, TO HIS EXCELLENCY, GOVERNOR HILL.

The bill does not create a favored class of carriages.

The objection raised by the park board is that they now have the right to exclude any pleasure carriage.

This assumption is made by no other park board. It has no foundation in law or in fact.

The authority of the board is artificial, and rests solely upon the statute. The board can exercise no powers except those granted by express words, or by necessary implication as interpreted by judicial decisions. (1 Dillon, Mun. Cor., 3d ed., sec. 89.) Nowhere do the statutes grant in express words the right to exclude any pleasure carriage.

The authority given in express words is "to pass ordinances for the regulation and government thereof, and generally, in regard thereto, possess all the power and authority heretofore possessed by the mayor, aldermen and commonly of the City of New York, in respect to the public parks, squares and places in the city." (Chap. 290, Laws of 1871.)

The authority to exclude any pleasure carriage from the "public parks, squares and places" was never granted to, nor claimed nor exercised by the city authorities named.

Thus it appears that the park commissioners have the same authority to regulate the use of pleasure carriages that was possessed by the city authorities before the power was transferred to them—and no more. Their authority to exclude vehicles of traffic depends upon the act of the legislature which dedicated the park exclusively to the purpose of pleasure. But no act of the legislature ever conferred the right to exclude any form of pleasure carriage.

This right is not claimed by other park boards. In 1881, Commissioner Stokely, of Fairmount Park, Philadelphia, testified upon oath in these words: "I have been in official positions in the city of Philadelphia since the year 1859; I have been a member of the common and select councils; president of both, and mayor of the city of Philadelphia; I was mayor nine years * * * was a member of the park commission all the time I was mayor, and even before I was mayor, as president of both select and common council." * * * Q. "In your judgment, and as a result of your experience as a horseman, driving in Fairmount Park, and on the streets of Philadelphia, do you know of any reason why bicycles should not be permitted to pass through the park?"

A. "I do not know of any reason * * * I really doubt the right or propriety of stopping them; the commissioners might as well say whether it would be a horse or a mare that should go through the park, in my judgment, as to say whether a bicycle or any other vehicle should go there, * * * I took the ground that there should not be any style of wagons excluded if they were used for the purposes of pleasure. You can make a pleasure wagon out of a dray if you choose; * * * there is an ordinance prohibiting the driving of business wagons through Fairmount Park, if you take them in for business, but if you take them in for pleasure you can take them in and you can take your family in any way you please." (See printed case matter of Wright, et al., pp. 224, 226. Original pages in hands of Governor Hill.)

This interpretation of the power of park boards is adopted generally throughout this country. (Buffalo, Boston, Detroit, Chicago, Cleveland and elsewhere.)

It appears from the FIRST ANNUAL REPORT of the New York Park Board that at the time of and prior to the transfer of power to this board, amongst other pleasure carriages bicycles were admitted to the "public parks, squares and places," including Central Park, and the considerable extent of their use was duly tabulated. (See pages 146, 150.)

The extent, then, to which the park board may regulate the use of pleasure carriages, rests upon the general law governing all municipal boards.

"The public square is as much a highway as if it were a street; it is dedicated to the use of all the citizens as a highway, and all have a right to pass over it without unreasonable let or hindrance" (Commonwealth v. Bowman, 3 Pa. St., 203, 206).

"All persons may travel on the street or highway in their own common modes of conveyance" (Wager v. Troy, U. R. C., 25 N. Y., 532.)

This question of the validity of an ordinance excluding a class (bicycles) of pleasure carriages,

was thoroughly examined by the law committee of the city of Brooklyn in conjunction with eminent counsel, and in May, 1880, their report said: "In all courts where the question has arisen, it has been, without exception, decided that the bicycle is a vehicle, and as such has equal rights with other vehicles to the use of the streets, without discriminating restrictions, and that no authority exists by which the peculiar form of a vehicle for its motive power can be arbitrarily determined to the exclusion of some other particular class. Your committee believes this to be good law and common sense."

After reviewing the common law decisions upon this question, an eminent authority upon the laws of highways in New York State, says: "In the absence of any legislative enactment forbidding them * * * the validity of any municipal ordinance prohibiting the use of bicycles in those parts of the public streets where carriages may go, would be very doubtful." (Cook's Highway Laws of New York, 5 ed., page 323.)

The Supreme Court of Georgia has passed upon this question with surpassing clearness. "An ordinance which would operate as a total exclusion of the right of the citizen to pass over the streets of the city, with his loaded wagon and team, would be unreasonable and void as against common right. Does this ordinance deprive the plaintiff in error of his natural right to travel over the streets of the city with his loaded wagon and team? Certainly not; but merely regulates the exercise of that right. The true distinction is between an ordinance which operates as a total exclusion or deprivation of the right of the citizen, and one which merely regulates the exercise and enjoyment of it." (Nangle v. City of Augusta, 5 Ga., 546.)

The people, the public, have dedicated the highways of Central Park to the use of pleasure carriages, and through the legislature, have committed the regulation of these ways to their servants, the commissioners, who, like all similar boards, can only exercise that delegated power of regulation in the interest of all the people. Those highways, for the purposes to which they are dedicated, must remain free and common to all the people, (Langley v. Gallipolis, 2 Ohio, Lt., 107.)

"Special and unwarranted discrimination, or unjust or oppressive interference in particular cases, is not to be allowed (Dillon Mun., 3d ed., sec. 322), and any ambiguity, or doubt arising out of the terms used by the legislature, must be resolved in favor of the public." (Id., sec. 91.)

It appears, therefore, there being no conflicting decisions, that the commissioners have no right, either in law or in fact, under the statutes as they now are, to exclude any pleasure carriage. The perfection of the bill under consideration, will therefore not create a "favored class of carriages" as contended. The particular form of carriage in question, was known and used on the highways now in the care of these commissioners, before their board was created; but even if this carriage were a new mode of conveyance, it would be against public policy, and against the spirit of all our laws to exclude it.

In Macomber v. Nichols, 34 Mich., 212, the eminent constitutional authority, Mr. Justice Cooley, delivered the opinion of the court, that "it is true that locomotion upon the public roads has hitherto been chiefly by means of horses and similar animals; but persons using them have no prescriptive rights, and are entitled only to the same reasonable use of the ways which they must accord to all others. Improved methods of locomotion are perfectly admissible, if any shall be discovered, and they cannot be excluded from the existing public roads, provided their use is consistent with their present method." To the same effect is the decision in Moses v. R. R. Co., 20 Ill., 516.

Finally, since the technical objection raised by this single local body fails, and the bill comes before the executive as the practically unanimous enactment of both branches of the legislature, and with the approval, expressed or conceded, of all other local boards in the State, we submit that the bill is one which eminently expresses the will of the people.

ISAAC B. POTTER,
CHARLES E. PRATT.

Of Counsel, LEAGUE OF AMERICAN WHEELMEN,
N. Y. STATE DIVISION.

LEWISTON, Me., June 20, 1887.—Bicycle Rider Injured.—While a man named Gray was attempting to pass a horse car on a bicycle yesterday he was thrown and badly injured. Physicians to-day pronounced his case critical.

WE ARE DEATH ON
QUICK SALES
SECOND HAND
CYCLES SOLD
ON COMMISSION.
EACH CYCLE LIBERALLY
ADVERTISED.
MANHATTAN-WHEEL-EXCHANGE
49 CORTLANDT ST. N.Y.

NEW YORK AGENTS FOR THE
**HUMBER LIGHT ROADSTER,
HUMBER CRIPPER,
HUMBER TANDEM,
HUMBER TANDEM CRIPPER,
SPARKBROOK BICYCLE,
SPARKBROOK TRICYCLE,
SPARKBROOK HUMBER TANDEM,
ROVER SAFETY, Nos. 1 and 2.
NEW EXCELSIOR CYCLOMETER.**

OUR RULES.

No machine placed on our list unless it is in our hands. Life is too short and the world too wicked to do business otherwise.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

A receipt is given for each machine, and we are responsible in case of loss for the net price charged. Our stock is fully insured.

Each machine is advertised in full in our descriptive list in THE WHEEL free of cost.

Our customers are not bound to leave their machines with us any longer than they may care, and can remove them by paying freight and other expenses.

In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

Our terms to sellers are strictly cash. Charge for crating, \$2.

OUR LIST, June 22, 1887.

- No. 1.—52-in. Am. Sans. Balls all around. Nickel, enam. spokes and rims. L'bridge saddle. Prime cond. Price \$67.
No. 2.—56-in. Harv. Plain bearings. Price \$45.
No. 3.—50-in. Harv. Latest pattern. Ball wheels, plain pedals. Nickel, except rims. Good cond. Price \$80.
No. 4.—52-in. Club. Nickel, except rims. Excelsior cycl. Fair cond. Price \$56.
No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.
No. 7.—Cunard con. tandem, with all the extras. Not ridden two weeks. Price \$200.
No. 8.—Cunard non-con. tandem new. Cost \$270. Price \$240.
No. 9.—52-in. Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$95.
No. 10.—52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$70.
No. 11.—Quadrant Con. Tandem, No. 11. Balls all over. Not ridden 300 miles, bell, lamp. Price \$220.
No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$80.
No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spoke cycl., lamp. Price \$50.
No. 18.—54-in. Rudge L. R., '86. Enam. Balls all over. Good cond. Price \$100.

This Week's Bargains.

- No. 19.—46-in. Stand. Col. Price \$20.
No. 20.—48-in. Star '85. Nickel and enam. Cow horn handles. Kelly saddle. Prime cond. Price \$50.
No. 21.—55-in. Humber racer. Wt. 20 lbs. Not ridden 10 miles. Price \$55.
No. 22.—54-in. Col. Exp. '86. Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$33.
No. 25.—36-in. Kangaroo. Little ridden. Price \$50.

No. 26.—52-in. Singer. Price \$20.

No. 27.—56-in. Col. Exp. Full nickel. Nickel worn. Good cond. otherwise. Price \$75.

No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$190.

No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$45.

No. 30.—51-in. Star. Full nickel except rims. Good cond. Price \$56.

For convenience of patrons, we are open from 8:40 A. M. to 6:15 P. M., half holidays included.

Saich, the best repairer in the country, does our work for us at his factory. Machines left with us will be sent him.

WETMORE & CHESTER

49 Cortlandt Street, New York.

THE NEW YORK AND IXION CLUBS COMBINE.

After much preliminary fribustering, the New York and Ixion Clubs cast their lots together on Thursday evening last. Shortly after eight the Ixion contingent marched from their club-house, on Fifty-ninth street, around to the New York Club-house, on Fifty-eighth street, where were assembled the New York braves.

Mr. Shriver called the meeting to order, and after announcing its object—the combination of the two clubs—the Ixion Club members were elected to the New York Club. The following officers were then elected.

President, Mr. E. J. Shriver, New York; Vice-President, Mr. O. G. Moses, Ixion; Treasurer, Mr. J. B. Roy, New York; Secretary, Mr. F. I. Stott, Ixion; additional Trustees, Mr. R. Shaw, Ixion, Mr. C. A. Dunn, Ixion, and Mr. R. W. Wier. After voting to have a Captain, First-Lieutenant and Sub-Lieutenant, and appointing various committees, the meeting adjourned.

The new club, which will be called the New York Club, starts out with every prospect of success. The membership is almost a hundred and there are a number of applicants for membership. A new house will be built, probably within a few blocks of the Seventy-second street "L" station, and near the Riverside drive. It will be complete in all its appointments, and ample provision will be made for the social as well as the wheeling features of club life. Both clubs will occupy their present quarters until the new building is finished.

THE PRESS AND HALF HOLIDAYS.

Saturday; from twelve o'clock noon, all the year around, is a legal half holiday within the State of New York. No other State has as yet framed a similar law, yet the majority of business houses in every large city throughout the country voluntarily close their doors Saturday afternoons during the Summer months, and many of them during a part of the Spring and Autumn, and some throughout the entire year, and a very large proportion close an hour or so before six o'clock on the first five week days. To the progressive Press of America is due in very large measure the establishment of this unquestionable benefit to business, professional and working men and women. For years back the Press has continually pounded at this subject, until it became generally admitted that the granting of such a privilege does no injury to trade, but rather, by its beneficial effect upon the general business and labor health, tends to clearheadedness and renewed working vigor, which more than pays for the loss of time. To a Boston business house, as well as to the Press, is undoubtedly due, in a measure, the present general adoption of a half holiday. Last autumn the Pope Manufacturing Company, of that city, foresaw the coming movement in this direction, and before the winter's frost was out of the ground, was using such opportunity as an honorable means of advertising its bicycles and tricycles by flooding the country with a beautiful lithograph for display in door, window and office, announcing that "this store closes" Saturdays and other days at stated hours, which undoubtedly did very considerable towards agitating this popular movement. The company has announced through the Press of America, that it will send one of these cards free to any early closing store on receipt of a two-cent stamp to pay postage. This is perhaps, the first instance of philanthropic advertising on record.—*The Journalist*.

THE AMERICAN TEAM.

It seems that Temple, and not Woodside, is now Howell's most dangerous opponent. On Monday, the American defeated the English champion at a quarter mile; time thirty-nine seconds. On Tuesday, Howell turned the tables and defeated Temple at a mile; time 2m. 52s.

We have received a fine lithograph of the American Team. The hand of Senator Morgan is plainly seen in the get up of the litho., which is surmounted by a screaming Eagle, who informs the public that the American Team challenges the world. In the throwaway dodgers, the hand of Morgan is also omnipresent. "Rule Britannia! Yankee Doodle! Come in your thousands to see the world's champions." Then follows a piece of poetry, advising all the world to rush to the box-office and purchase tickets for the great event.

"Gentlemen, we must not beg."—*Luscomb*.

Princes' Omaha tournament takes place tomorrow.

Mr. N. L. Collamer, of Washington, is no longer in any way connected with this paper.

A two-mile handicap will be decided at the Manhattan Grounds, Eighty-sixth street and Eighth avenue, on Saturday afternoon.

In last week's issue, we stated, in regard to the bicycle bill, that "the Governor readily conceded they were pleasures," instead of, pleasure vehicles. And by the way, this is a concession not to be sneered at.

The Yonkers Athletic will include a two-mile handicap in the programme of their July 4 games. Prizes, gold medals. Entrance fee, fifty cents; close July 1 with J. A. Byrne, room 213 Stewart Building, New York.

The Auburn, N. Y., Cycle Club, has elected the following officers: President, J. F. Adams; Captain, Edward Leonard; Lieutenant, W. H. Woodruff. The club occupies comfortable quarters at 146 Genesee street.

Newark is very fertile in inventors. We believe it was a Newark man that invented that twenty-six-foot life-saving surf tube; and now comes another Newarker with a miraculous tire, which requires no cement, never becomes displaced, and will drive every other tire out of the market.

We are informed by the *Bicycle World's* "Raven" that "The Owl" is after our scalp, and has sent us a challenge to mortal combat. The sooner the better. Ever since this bird of the night called us an inchoate horde of amateur journalistic slush, we are just expiring to get a clutch on his tail feathers.

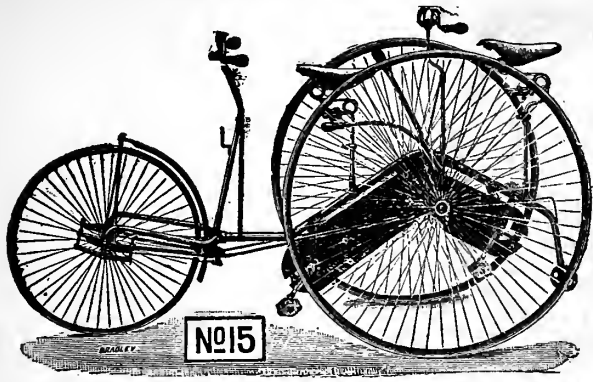
The wheelmen of Bayonne, N. J., have organized a wheel club, which they have named Ilderan. The President is George W. Yates, and the Secretary Charles K. Hitchcock. We suggest that they call their club by another name, as there is already a club—and a good one—of the same name in Brooklyn.

The wheelmen who attended the hearing on the "Bicycle Bill" were a well-dressed, intelligent and imposing body of men. So good an impression did they make, that Mr. Commissioner Crimmins took pains to inform the Governor that they were not representative, that they were the *creme* of the cycling fraternity.

Among T. A. Smily's pupils last season were W. H. Gillette, representatives of New York *Herald*, *Tribune*, *Mail and Express*, etc., and altogether it was his most successful season since '75. He now has pupils in London, (Eng.), Australia, Brazil, etc. During the year he gave about seven hundred lessons. Mr. Smily is the well-known cycle instructor and trainer, now with George R. Bidwell, New York City.—*American Athlete*, May 28.

The Somerville Club indulged in a tally-ho run to Woodlawn Park, on the 17th, which was in every way a success. This is another form of the cycle picnic which should become popular, an enthusiastic bicycle club, a tally-ho coach and a jolly company of lady friends of the club, being the only requisites. The wheels of the combination once fairly started, the affair runs itself until it runs down. Of course there is music, laughter and tin-horns *ad lib*. Feasting and dancing come in, in their proper places; the camera fiend fires one or two deadly shots; there is a jolly ride home, and the thing is over.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILES, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

124th Street & 7th Avenue. } **38 Park Place, New York.**

RENTING, REPAIRING, STORING.

TENNIS IN THE WEST.

A TOURNAMENT AT CHICAGO.

The recent annual meeting of the Western Lawn Tennis Association, held at the Tremont House in Chicago was one of the most largely attended and enthusiastically conducted meetings ever held in the interests of this rapidly growing and popular outdoor sport. The special object of the meeting was the arrangement of an annual tournament that will give Western tennis players a chance to meet in friendly contest, similar to that enjoyed by Eastern players, who meet annually at Newport. The following clubs were represented, by delegates or by proxy: Knickerbocker, St. Louis; Kenwood, Chicago; Chicago Club, Chicago; North End, Chicago; Riverside, Riverside, Ill.; Missouri Bicycle Club, St. Louis; Old Friends, St. Louis; Minnesota, St. Paul; Louisville, Louisville, Ky.; Toledo Outing Club, Toledo; Peoria, Peoria, Ill.; Park, Cedar Rapids, Iowa; Des Moines, Des Moines, Iowa; Cheyenne, Cheyenne, W. T.; Milwaukee, Milwaukee, Wis.; Detroit, Detroit, Mich.; Dixon, Dixon, Ill.

It was decided to hold the first annual tournament in the grounds of the Kenwood Lawn Tennis Club, at Chicago, August 10, 11, 12 and 13, under the auspices of the Western Lawn Tennis Association. The tournament will be open to all comers.

There will be three prizes—first, second and third—in the singles and doubles. The first prizes in the singles and doubles will be diamond medals. The second prizes will be gold medals, and the third prizes will be fancy inlaid tennis rackets.

The Wright and Ditson regulation lawn tennis ball was adopted, to be used in all games.

All entries for tournament must be sent to the Secretary of the Association, C. E. Chapin, 188 Madison street, Chicago, so as to reach him August 1. An entrance fee of two dollars for singles and four dollars for doubles will be charged.

At the annual meeting of the Association the officers of last year were elected to serve for season 1887. They are: Frank Obear, Knickerbocker Club, St. Louis, President; B. F. Crimmins, Kenwood Tennis Club, Chicago, Vice-President; C. E. Chapin, Kenwood Tennis Club, Chicago, Secretary and Treasurer. Messrs. Frank Obear, B. F. Crimmins, C. E. Chapin, Edward Fitch, J. G. Jenks, Wm. Waller and W. A. Havemeyer, Executive Committee. Messrs. Obear, Crimmins and Waller were appointed as Committee on Arrangements at the tournament.

During the past two years the interest in lawn tennis has increased wonderfully, and tennis clubs are now forming in all parts of the Western country. In Chicago, last year, there were at least twenty tennis clubs, with from a dozen to a hundred members each—and already this season there are nearly fifty more added to the list. Many of the social, boat and cricket clubs are taking it up, and local dealers in these goods say that business in this line is far ahead of any previous year. It is expected that at the tournament to be held in August there will be at least a hundred entries, and that some of the noted players of the East will be among the contestants.

The Scarlet Ribbon Tennis Club of Chicago has been incorporated under the name of the Chicago Lawn Tennis Club. J. G. Jenks, 2960 Groveland avenue, is Secretary.

YOU KNOW!!!

THAT THE

KINGS COUNTY WHEELMEN

WILL HOLD THEIR

Sixth Annual Race Meeting

JUNE 25th, 1887,

AT THE GROUNDS OF THE B. A. A.

LIST OF EVENTS.

L. A. W. RULES TO GOVERN.

- | | |
|---|---|
| 1. One (1) Mile Club Novice. | 8. One and Four-fifths (1 4-5) Miles Relay Race, Teams of three men; each man to ride three laps. |
| 2. One (1) Mile Ilderan Bicycle Club Championship. | 9. Half (1/2) Mile Boys' Race. Open to boys of fifteen years or under. |
| 3. One (1) Mile Calumet Cycling Club Championship. | 10. One (1) Mile Ride and Run. |
| 4. One (1) Mile Novice. | 11. One (1) Mile Consolation. |
| 5. One (1) Mile Handicap, open. | |
| 6. Two (2) Miles Handicap, open. | |
| 7. Five (5) Miles L. A. W., N. Y. State Championship. | |

IMPORTANT.—Entrance fee for Relay Race, \$3.00 per team (each team to consist of three men and two substitutes); for all other events 50 cents each. No entry received unaccompanied by fee. Entries close June 18, 1887, with

H. J. HALL, JR.,

159 CLYMER STREET, BROOKLYN, NEW YORK.

Valuable Prizes will be given the winners in each event, and will include Medals, Chronographs, Smokers' Sets, Tables, Lanterns, Parlor Lamps, Jewelry, etc., etc., etc.

CLOSE OF THE NEW HAVEN TOURNAMENT.

SLOCUM WINS THE CHAMPIONSHIP.

The lawn tennis tournament for the championship of New England was finished Wednesday, June 15. The first prize in the singles was won by H. W. Slocum, Yale '83, of the Westchester Club. In the doubles first place was taken by Thatcher, Yale '86, and F. Beach, Yale '83, of the New Haven club, who won easily. The final game in the singles was quite exciting. Thatcher took the lead and won the first set handily. In the second set Thatcher took the first two games, and it looked as if both first prizes would go to the New Haven Club. Slocum then braced up and took six straight games winning the second set. The third set was very sharply contested, the score standing Thatcher four, Slocum three, when Slocum rallied and captured three straight games and the set. In the fourth set Slocum had everything his own way. The day's play resulted as follows.

Doubles (finals)—F. Beach and Thatcher vs. Merriman and Jenks, 6-2, 6-2, 6-3.
Singles (finals)—Slocum beat Thatcher, 1-6, 6-2, 6-4, 6-1.

OUR SPECIALTIES.

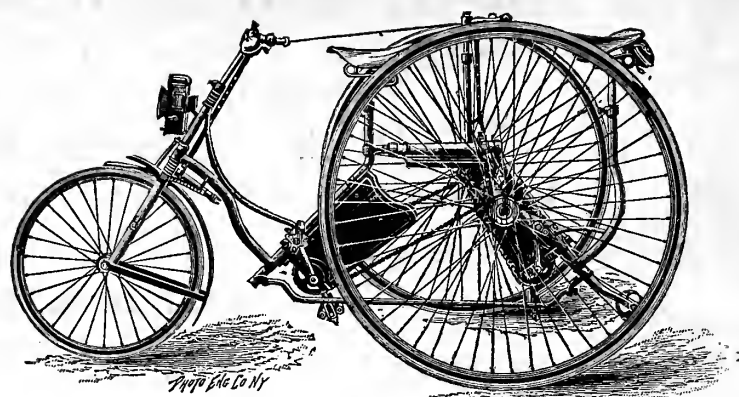
The "MARLBOROUGH" Racket, largest playing surface, octagon handle, best gut, excellent finish, \$5.00 each.



The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.



D. ROGERS & CO., Limited, 75 CLINTON AVE., NEWARK, N. J.

SOLE U. S. AGENTS FOR THE

“CUNARD” CYCLES,

Testimonial from T. J. Kirkpatrick, Vice-Pres. L. A. W.

D. ROGERS & Co.

SPRINGFIELD, O., January 11, 1887.

Gentlemen:—Respecting the “Cunard” Tandem, I have to say that it is, beyond all question, the *best tandem yet produced*. Its compactness, ease of handling, light running, safety, and the ease with which it may be mounted or dismounted, by either a lady or gentleman, leaves nothing to be desired. Its folding handle bar, and the fact that it can be quickly and readily taken through a common door, are features which make the machine *a pleasure*. I have owned other tandems, but this is *the only one that was worth house room as a convertible machine*. I find it a *perfect machine*, in perfect balance, either as a single or as a tandem. I have sought carefully for some three years now for the best tandem, and have given the matter a great deal of thought and attention and if asked to-day, to suggest an improvement in the design and arrangement of the “Cunard,” I would be free to say that *as it is, it is as nearly perfect as I believe this type of machine ever will be*.

(Signed) T. J. KIRKPATRICK, Vice-President L. A. W.

NEW THIS YEAR

—THE—

Cunard No. 4 Roadster Bicycle

≡≡≡\$80.00≡≡≡

With ball bearings to both wheels, hollow forks, direct spokes and weldless tubular steel backbone. Every modern improvement, weight 45 pounds. Specially built to suit the requirements of wheelmen requiring a strictly, first-class imported wheel at a reasonable figure.

CHEAP IN PRICE ONLY.

SEND FOR 1887 CATALOGUE TO

D. ROGERS & CO., 75 Clinton Avenue, Newark, N. J.

FOR SALE, EXCHANGE, WANTS.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

WANTED.—40 or 42 in. Pony, or 45 in. Star, 1886 model. Have to offer in exchange, billiard table, 5x8 camera, 15x15x4.6 wall tent, lot of mounted game birds, new side saddle. Address F. M. Carryl, Passaic Bridge, New Jersey.

FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.

FOR SALE.—51 in. American Star, part special, good spring saddle, nicked and painted. A bargain at \$50. Write for description. Geo. H. Smith, Watson-town, Pa.

WANTED.—A 54 in. Crank Bicycle, in good condition. Name lowest cash price. Address L. A. H., P. O. Box 2772, New York.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

46 inch Cornell.....	\$ 65.00
58 inch American Club.....	80.00
50 inch Standard Columbia.....	50.00
50 inch Harvard.....	50.00
50 inch Expert Columbia '86.....	95.00
51 inch British Challenge.....	75.00
52 inch Expert Columbia.....	85.00
62 inch.....	85.00
52 inch American Club.....	80.00
54 inch Harvard.....	75.00
54 inch.....	75.00
54 inch Standard.....	60.00
54 inch Expert.....	90.00
54 inch Royal Mail.....	86.90
54 inch Rudge.....	100.00
56 inch American Club.....	85.00
56 inch Columbia Expert.....	95.00
58 inch Expert Columbia.....	100.00
Kangaroo Bicycle.....	65.00
.....	75.00
Humber Tandem.....	200.00
Rudge Coventry Tandem.....	110.00
Columbia Tricycle, two track.....	115.00
.....	100.00
Marlboro Tandem.....	200.00

All our wheels have been thoroughly overhauled by competent employees on our premises. Schwabach & Willdig, Prospect Park Plaza, Brooklyn.

BICYCLE HEAD LUBRICATOR

Needed by every Wheelman. Prevents Wear and Rattle. Sent post-paid, with full directions, to any address, for 25 cents.

PARK LOCKROW,

MIDDLETOWN, CONN.

"WHEELMAN'S SONG."

WORDS AND MUSIC BY CHAS. B. HOLCOMB, TARIFFVILLE, CONN.

A spirited, rousing air. Just the thing for wheelmen to sing at their club rooms or at their homes. Full four-part song with piano accompaniment. 10 cts. per copy. Sent post-paid on receipt of price.

CUT PRICES

ON

Second-Hand Cycles.

ALL SIZES, ALL PRICES.

Send for List and save money.

S. T. CLARK & CO., Baltimore, Md.

WHEELMEN,
WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?

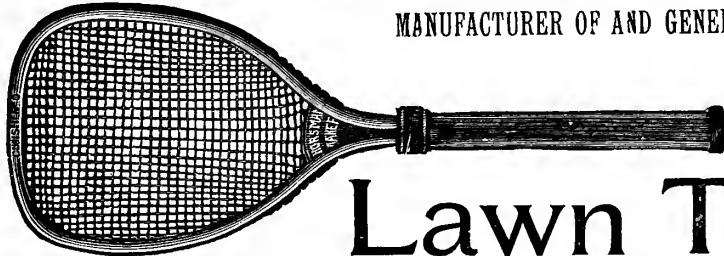
THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.

MANUFACTURER OF AND GENERAL HEADQUARTERS FOR



Lawn Tennis

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



JACKSON & CO.

HATTERS,

59 Tremont Street, Boston, Mass.

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SPECIALTIES:

Dinners Receptions, Ice Cream and Salads.

ROOMS FOR MEETINGS TO RENT.

ICE CREAM BRANCH:

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Printers of The Wheel.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always obtain the same.

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New York, at the following prices:

Gents' Collars, 20c. 6 for	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	2.20—4.00 "
Ladies' Collars, 15c. 6 "	.85—1.50 "
" Cuffs, 30c. 6 "	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
40	54	Standard Columbia,	\$95.00	\$62.50	5	5	3
42	52	"	92.50	55.00	6	3	3
43	35	Invincible Safety,	135.00	75.00	4	4	4
44	36	Kangaroo Safety,	130.00	70.00	4	4	4
45	50	Standard Columbia,	90.00	55.00	5	5	4
46	55	Rudge Lt Roadster,	156.50	95.00	4	1	4
47	54	Expert Columbia,	127.50	90.00	4	4	4
48	54	Rudge Lt. Roadster,	140.00	95.00	4	1	4
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	4	2	4
59	52	Standard Columbia,	92.50	50.00	4	3	3
60	42	"	95.00	60.00	4	1	4
68		Columbia Tricycle,	160.00	70.00	4	1	4
71	54	Columbia Expert,	127.00	80.00	Hif. Nkl.	1	4
78	54	"	130.00	110.00	E	1	1
80	44	"Facile,"	130.00	70.00	4	1	5
81	52	Premier,	105.00	65.00	5	5	4
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	3
91	50	English,	100.00	40.00	5	3	3
92	54	"Otto Tricycle,"	85.00	35.00			
93		Spalding Semi Racer,	140.00	60.00	4	1	4
95	55	Racer,	140.00	55.00	4	1	4
96	55	Humber Tandem,	265.00	185.00	4	4	4
97		Sparkb'k Hum. Tdm,	265.00	200.00	4	4	4
98		Col. 2-track Tricycle,	160.00	110.00	1	1	2
99		Special Columbia,	130.00	50.00	5	5	4
106	50	Special Columbia,	130.00	65.00	4	3	4
112	50	Columbia Expert,	135.00	80.00	4	1	4
115	48	Standard Columbia,	87.50	50.00	3	1	4
116	48	Special Star,	160.00	105.00	3	3	4
117	51	Imperial Challenge,	150.00	80.00	1	2	4
118	48	Sanspariel,	127.50	85.00	4	2	4
120	54	Sans. Light Roadster,	137.50	90.00	4	2	4
123	52	Special Star,	120.00	85.00	4	2	3
124	52	Columbia Expert,	130.00	80.00	4	2	3
125	42	Special Star,	125.00	95.00	3	3	4
127	52	Special Star,	120.00	90.00	4	2	4
130	51	Columbia Expert,	145.00	90.00	4	2	4
131	51	Standard Columbia,	92.50	50.00	4	4	4
132	54	Sanspariel,	130.00	75.00	4	1	4
134	52	Special Star,	130.00	100.00	1	4	4
135	56	Standard Columbia,	95.00	45.00	1	4	1
136	42	Standard Columbia,	275.00	225.00	4	1	4
139		Expert Columbia,	140.00	90.00	1	2	2
140	54	Col. 2-track Tricycle,	145.00	95.00	1	1	2
141	54	Humber Lt Roadster,	140.00	55.00	5	2	4
142	56	Standard Columbia,	92.50	45.00	6	3	2
143	56	Columbia Expert,	140.00	85.00	4	1	1
145	44	Standard Columbia,	100.00	57.50	4	3	4
146	56	"Special Star,"	135.00	95.00	3	ball	2
148	50	Standard Columbia,	103.00	55.00	6	3	2
149	51	American Rudge,	112.50	80.00	4	2	2
151	45	Col. 2-track Tricycle,	165.00	110.00	4	2	1
153	52	Victor ('86 pat.),	132.50	110.00	4	1	1
154	56	Standard Columbia,	85.00	55.00	5	3	4
156	46	"American Star,"	90.00	55.00	5	3	4
157	48	Standard Columbia,	110.00	65.00	1	3	2
158	54	Royal Mail,	140.00	85.00	3	1	4
159	54	Rudge Lt Roadster,	145.00	110.00	4	1	1
160	53	Special Star,	70.00	40.00	4	4	2
161	54	"	75.00	40.00	4	4	2
162	45	Columbia Expert,	150.00	110.00	1	1	1
163	51	"	137.50	85.00	1	2	4
164	56	Ideal,	80.00	45.00	5	4	2
165	52	Premier,	110.00	85.00	4	2	1
166	50	New Rapid,	152.50	110.00	3	1	1
167	50	Royal Mail Tandem,	260.00	150.00	4	1	1
168	56	Victor,	132.50	110.00	4	1	1
169		Col. Lt Roadster,	137.50	105.00	4	1	1
170	56	Standard Columbia,	90.00	55.00	3	4	2
171	53	Spalding,	145.00	85.00	2	1	1
172	50	Sparkbrook,	135.00	85.00	3	2	1
173	54	R. & P.,	140.00	90.00	3	1	1
174	50	University,	135.00	85.00	4	2	1
175	53	Columbia Expert,	135.00	105.00	1	1	1
176	54	Sparkbrook,	137.50	120.00	4	1	1
177	50	"Cripper Tri,	180.00	125.00	4	2	1
178	52	"Hbr. Tandem,	260.00	225.00	4	2	1
179		"Cripper Tri,	180.00	140.00	4	2	1
180		Columbia Expert,	165.00	100.00	1	1	1
181	58	"					
182		"					
183		"					



The general use of Special Garments for Athletic Sports, and their high price when made to order, justifies our carrying a considerable stock of them ready made. We now have the following, to which we are frequently adding :

- 18 STYLES OF NORFOLK COATS OF FLANNEL, BATISTE, SERGE, PLAIN AND FANCY DOMESTIC AND IMPORTED CHEVIOTS, CASSIMERES, CORDUROYS, \$5 to \$10.
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SPECIALTIES:

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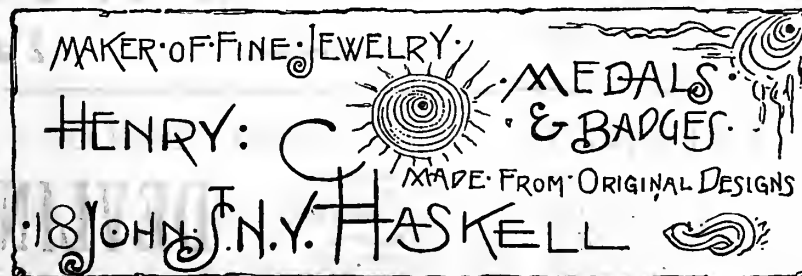
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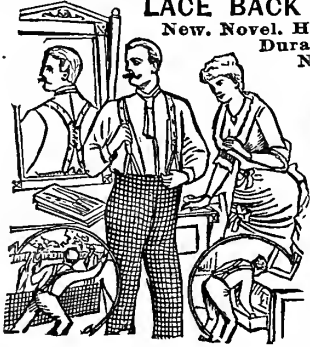
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CARPENTER'S AUTOMATIC LACE BACK BRACE.
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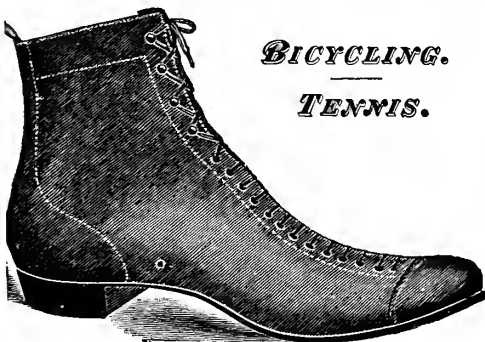
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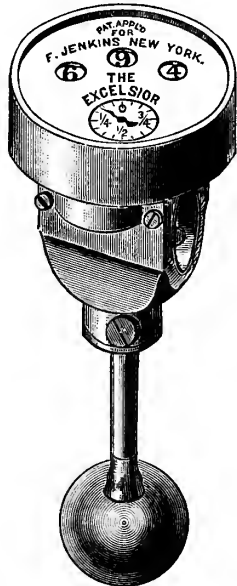
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PRICE TEN DOLLARS.

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IT READS FROM THE SADDLE.
IT IS ACCURATE.

The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

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A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

THIS BEATS ALL!

\$75.

ALL SIZES.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements; enamel and nickel finish or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

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Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

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The Sensation of 1887!

THE * NEW * MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, **oiling is rarely needed.**

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand somer and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

AGENTS.

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|-----------------------------------|---------------|
| Schwalbach & Willdigg, | Brooklyn. |
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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

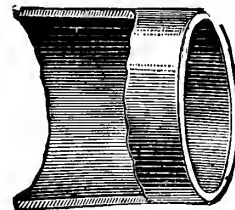
What a howl went up from the big stock people! They pooh-pooed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stanley head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

See this Wheel
Before Purchasing.

ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

Sent for
14 Cts. in
STAMPS.



Sectional and end view of back fork end of Backbone.

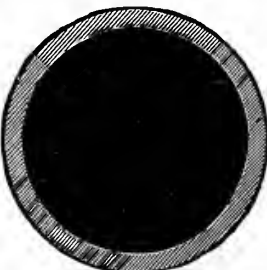
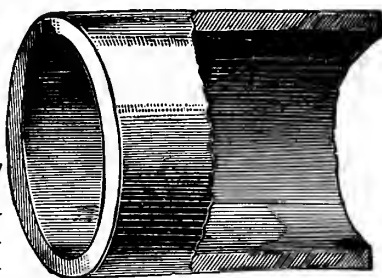
CEMENTED TIRE.

A Superb Light Roadster.

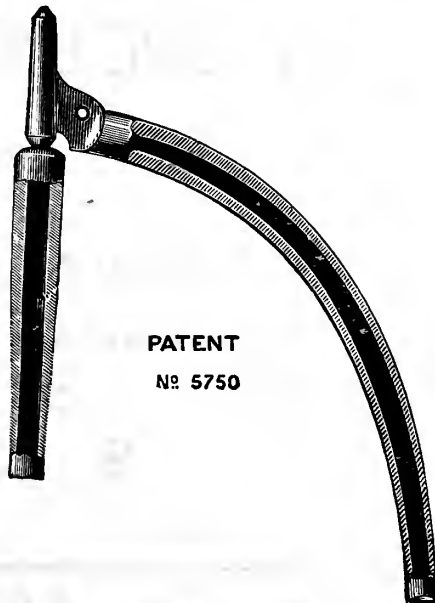
—SEE ONE.—



Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.

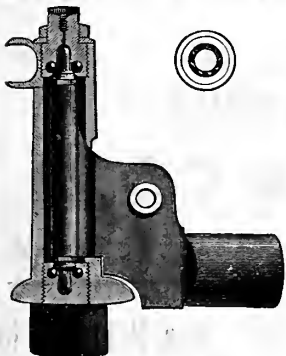


Sectional and end view showing strengthened neck end of Backbone.



PATENT
No. 5750

Sectional view showing Backbone and Forks when made up: A splendid improvement.

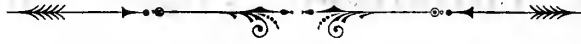


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SEND for fully Illustrated Circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, - - 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



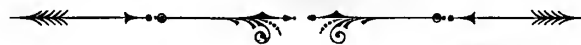
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the *Expert Columbia*, and on the *Light Roadster* for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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Where he will carry, as heretofore, a complete Line of Bicycles, Tri-cycles and Cycling Accessories. Purchasers will consult their interest by visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010

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U. S. PATENT OFFICE



Established 1880.

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AND RECREATION.

Vol. XII.—No. 14.]

NEW YORK, JULY 1, 1887.

[WHOLE NUMBER, 300.

VICTORY.



THE
QUADRANT



VICTORY.

Again Victorious!

On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

MACHINE.	RIDER.	TIME.
1. Quadrant Tricycle.....	Frank Moore	1.27½
2. " "	A. J. Wilson	1.30½
3. Dromedary Safety Bicycle.....	J. Moore	1.36½
4. Humber Crippler Tricycle.....	M. D. Rucker	1.42
5. " Safety Bicycle.....	W. Terry	1.42
6. Quadrant Tricycle.....	H. G. Priest	1.43
7. Humber Safety Bicycle.....	S. C. Stephenson	1.54½
8. " " "	W. Allen	2.17½

Four others failed to get up.

MR. ALFRED BIRD, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

The Quadrant now holds all Tricycle Road Records in the United States and the

WORLD'S ONE MILE ROAD RECORD OF 2 MIN. 38 SEC.

FOR ALL KINDS OF MACHINES.

Singles and Tandems now Ready for Delivery.

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Cures and Prevents
Colds,
Coughs,
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Hoarseness,
Stiff Neck,
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Rheumatism,
Neuralgia,
Soreness or
Stiffness of
Muscles,
Sprains,
Bruises,

quicker than any known remedy. It was the first and is the only PAIN REMEDY that instantly stops the most excruciating pains, allays inflammation and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs. Athletes will find the application of Ready Relief of great value, in relieving all soreness and stiffness in the muscles

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Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea, Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Fatigues, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

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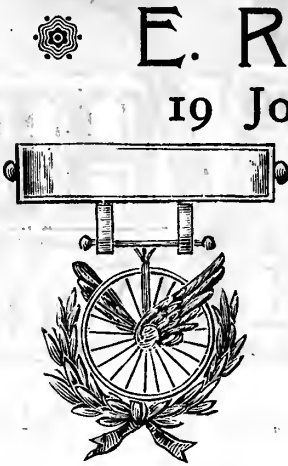
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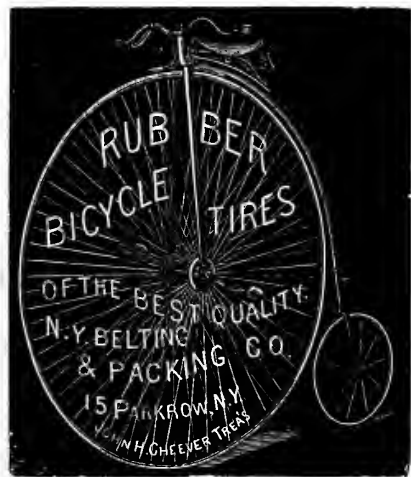
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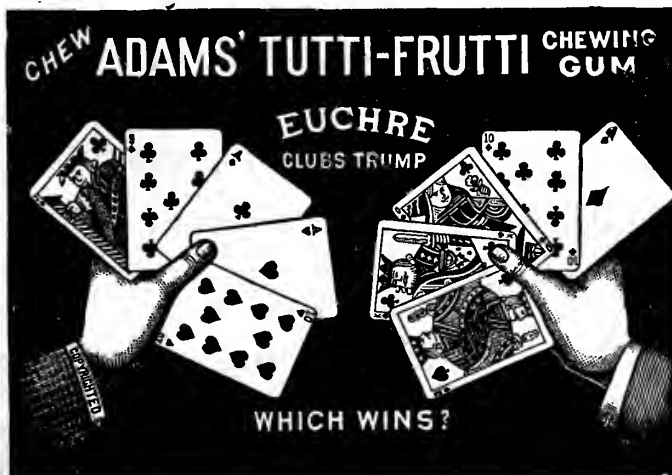
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Sold by the manufacturers direct, in barrel, 1 barrel and 1/2 barrel lots, and for the use of Bicycleists, Base Ball Players, &c., put up in small packages: as follows:
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The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

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I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

We Guarantee the American Light Champion to carry 200 pounds. Here is some proof:

ATHENS, OHIO, May 24, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ills. :

Dear Sirs:—It gives me much pleasure to announce the complete satisfaction produced by your wheels here. My weight is 200 lbs., yet I rode the 52-inch Light Champion, over the very roughest roads in the world, sixty-three miles yesterday, and it proved itself as staunch as the staunchest, and the ram's horn bars are, to say the least, the most desirable handle-bar made, for *hill climbing* they are indispensable.

I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point :

PEORIA, ILL., May 7, 1887.

Gentlemen:—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

BERT. MYERS,
Captain Peoria Bicycle Club.

You must bear in mind, gentlemen, that our Wheels are strictly original. Every vital point is covered by a patent of our own, and the latter in most cases gotten up by ourselves. We make our Wheels from the bottom up, too, with our own plant and on our own premises, and, as a natural consequence, we know what goes into them.

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EDITORIAL NOTES.

The news of the passage of the Bicycle Bill after weeks of suspense, sent a thrill of pleasure through Gotham wheel circles. It is now nearly two months since the bill was introduced, and during that time, nothing, however trifling, has been left undone to effect its passage. The passage of an act affecting their interests, solely through the efforts of the wheelmen themselves is a signal triumph. It creates a precedent that will be far-reaching in its influences, encourages the wheelmen of other states to demand their rights, and may prove the opening wedge to a course of legislation, that may lead to still greater things; the construction of good roads, the erection of information and danger signs, etc.

To one who has closely watched the efforts of those who engineered the bill through the treacherous legislative Albanian seas, to one who has been permitted to be on the "inside" of all that was being done, the first thought likely to occur is one of congratulation, sincere and earnest congratulation, to the two men who have left no stone unturned, allowed no opportunity to pass, to push the bill forward. Its success is directly due to Messrs. Isaac B. Potter, of Brooklyn, and George R. Bidwell, of New York. The former, as chairman of the Rights and Privileges Committee of the State, and as counsel for the Division, brought his legal talents, as well as an intense wheel loyalty, to bear on the matter, and the result we all know. In all his efforts he was seconded by Mr. Bidwell, who generously gave a very large share of his time to the bill. In fact these two were in daily consultation, developing and carrying out new ideas, spurring on clubs and individuals to address the Governor, and doing everything possible under the sun that might increase the chances in its favor. We hope some public notice will be taken of their good work. To Messrs. Pratt and Luscomb, whose legal eloquence was doubtless of much value at the hearing before the Governor, we extend the hearty good-will which all wheelmen must feel towards them for their efforts. To the many individuals who contributed towards its success, we regret that we cannot send them "thundering down the ages," but each will doubt-

less feel that comforting consciousness of duty done. Perhaps it were unfair not to record Mr. Elliott Mason's active efforts in behalf of the bill.

As for the Governor, most wheelmen will doubtless feel like patting him on the back and saying: "Well done, David!" In the name of the wheelmen throughout the State and country, we extend to him the hand of good fellowship, and assure him of their regard. Doubtless, should they ever have an opportunity to record their appreciation of his recognition of their rights, they will do it through the medium of the ballot-box, which is, after all, the most acceptable method to public men, be they politicians or statesmen.

Now that the bill is passed, let us sound a note of warning. There is a possibility that the Park Commissioners may seek to nullify this bill, when the Legislature again convenes. Should wheelmen, by their carelessness and obstinacy become obnoxious to drivers of horses in the park, should a few of them become mixed up in an accident or two, the chance of such a bill becoming law would be very favorable. Of course, it is not necessary to point out the danger to the large majority, who are gentlemanly, law-abiding and intelligent fellows, but to the wild and youthless Mac Scorchers, to the wheelmen of the school-boy order, such warning is necessary. Every rightminded cyclist should consider himself a committee of one, and should at all times make it his business to prevent coasting, racing, etc., and should insist on the observance of such laws as the Park Commissioners may make.

THE BICYCLE BILL.

BECOMES A LAW.

On Saturday last Governor D. B. Hill signed the bill recently introduced by the Rights and Privileges Committee of the New York State Division, L. A. W., through Chairman Isaac B. Potter, who also acted as counsel for the Division. The bill was introduced into the Assembly on April 12, by assemblyman Cantor, was read twice, and by a unanimous vote was ordered to a third reading. Being afterwards referred to the Judiciary Committee, who reported it favorably to the Senate, who passed it almost unanimously, Senators Daily and Dunham being its only opponents. It then went to the Governor, but owing to the hard fight made by the Central Park Commissioners, a hearing was granted. This took place on June 16, when both the friends and enemies of the bill appeared at the Executive Chamber and presented their views. Messrs. Pratt, Potter and Luscomb spoke ably in favor of the bill, and a brief was afterwards submitted to the Governor. The thirty days allowed him for consideration expired on the 26th, and on Saturday afternoon he signed it, seemingly without further comment or opinion than a letter to the Park Commissioners, which has not been made public. The full text of the bill is as follows:

AN ACT IN RELATION TO THE USE OF BICYCLES AND TRICYCLES.

The people of the State of New York, represented in Senate and Assembly, do enact as follows:

Section 1. Bicycles, tricycles and all other vehicles propelled by manumotive or pedomotive power, are hereby declared to be carriages within the meaning of that term as used in section one of title thirteen of chapter twenty of part one of the Revised Statutes of the State of New York, and all persons by whom bicycles, tricycles and said other vehicles are used, ridden or propelled, upon the public highways of this State, shall be entitled to the same rights and subject to the same restrictions in the use thereof as are prescribed in said Revised Statutes in the cases of persons using carriages drawn by horses.

Sec. 2. The commissioners, trustees or other authorities having charge or control of any public street, public highway, public parkway, driveway or public place in this State, shall have no power or authority to pass, enforce or maintain any ordinance, rule or regulation, by which any person using a bicycle or a tricycle, shall be excluded or prohibited from the free use of any public highway, street, avenue, roadway, driveway, parkway or public place, at any time when the same is open to the free use of persons having and using other pleasure carriages.

Sec. 3. Nothing in this act shall be so construed as to prevent the passage, enforcement or maintenance of any regulation, ordinance or rule, regulating to the use of bicycles or tricycles in public

highways, streets, driveways, parkways and public places in such manner as to limit and determine the proper rate of speed with which such vehicles may be propelled, nor in such manner as to require, direct, or prohibit the use of bells, lamps and other appurtenances, nor to prohibit the use of any vehicle upon that part of the street, highway or parkway, commonly known as the foot-path or sidewalk.

Sec. 4. This act shall take effect immediately.

The bill is much broader in its action than appears at first sight. Of course it owed its inception to the object of opening Central Park, but as the committee progressed with its work, a far more important object thrust itself forward to their notice. The bill, now that it has become a law, nullifies the many prohibitory and restrictive acts which, from time to time, have been passed by various town and city corporations throughout New York State. In case of suits being brought by wheelmen for damages, the defendants had simply to waive these acts in the face of the prosecution, and the case was immediately thrown out of court. Now, all is changed, for wheelmen have the statutes to back them.

When the good news was received in this city, there was rejoicing in the wheeling heart, and jubilation of an exultant character. The wheelmen quickly spread the news, and doubtless before this issue of THE WHEEL sees light, many will have taken their initiatory dip into the mysterious depths of Central Park. A full history of this greatest piece of wheel legislation is promised us for a future number.

THE PRESS ON THE BILL.

Wheelmen's rights.—The bill signed by Governor Hill yesterday, gives to bicycle riders the right to use on any public thoroughfare of the State. Its main purpose is to admit them to all the drives in Central Park. It secures to wheelmen a right of which it would be unjust to deprive them.

Public thoroughfares are the people's highways. One man has the same right to use them for wheels propelled by himself as another has to use them for wheels spun by horse power; one has the same right to ride a bicycle that another has to ride a horse on them.

But it is objected that bicycles frighten horses in the Park, and are therefore dangerous. Well, accidents are deplorable and danger is to be averted whenever possible. But the principle has never been adopted that whatever scares horses must be banished. A horse will sometimes take fright at a four-in hand drag, a bright colored sun shade, a baby carriage, a peacock or some other of the numerous objects to be seen in the Park. But such things are not for that reason excluded from the Park.

Horses must be got used to bicycles, just as they must be to elevated roads and other things that may frighten them. And until this is attained they must be driven with care.—Editorial in Herald.

Regulation to be Made for Park Cycling.—The Park Board was surprised at its meeting yesterday, on receiving information that Governor Hill had signed the Bicycle bill and vetoed the Menagerie bill. Mr. Crimmins said that he had anticipated the Governor's action in the latter instance. He said:

"I was in favor of the Menagerie bill at first, but I became convinced subsequently that we lease a sufficient number of attractions now in Central Park, and that it would be better to remove the zoological collection to the new parks beyond the Harlem. I told the Governor so on Saturday, and I see that he takes that view in his letter on this bill. I am surprised, however, that he signed the Bicycle bill."

"Can the Park Board now prevent bicycles from being used on the park drives?"

"No, I do not see that it can, but strict regulations will have to be passed concerning them."

The New York State Division of the League of American Wheelmen sent the following letter yesterday to the Park Board:

"By a semi-official announcement the wheelmen of New York have just learned of Governor Hill's approval of the act 'In relation to the use of bicycles and tricycles,' which seems to have excited a special local interest in this section of the State. Before the wheelmen of this city make use of the extended rights recognized by this law, we desire, as the authorized representatives of the great body of wheelmen in this State, to establish between the Park Commissioners and the wheel-

men of New York City, an understanding which will serve to dissipate all apprehension as to the practical operation of the law referred to. The wheelmen of this city are, as a class, conservative, dignified and intelligent citizens who feel an interest in the affairs of the city government and in the orderly administration of its separate departments. They recognize the fact that the bicycle and tricycle are little understood, and only to a limited degree appreciated by the general public as useful and practical vehicles, and that the prejudice against their use has been encouraged by many honest and well meaning citizens. That this prejudice will be dissipated by time and experience has been demonstrated in other countries, and we are confident that the same result must follow the practical operation of the law in question. In order, however, that the wheelmen of this city may show in a substantial way their desire to concur, and, as well as may be, to assist in the safe, orderly and consistent use of the parkways of this city, a meeting of the officers of the several clubs in this city will be held during the present week and a committee will be appointed with power to confer with your honorable board to the end that suitable arrangements and regulations may be made for the use of bicycles and tricycles on the parkways within your jurisdiction and for such other conference, if any, as may be desired by your board. Trusting that this communication will be regarded in the spirit of a suggestion, and as an assurance of the allegiance of the cyclists of New York to the good government of the city, we remain."

Wheelmen have an excellent reason for rejoicing in the fact that Governor Hill has signed the bill establishing their rights in all the parks of the State. Practically the bill applies only to Central Park, since the only opposition to it came from people who drive there and from the New York Park Commission. It now behooves the riders of bicycles and tricycles to see that the privileges accorded them are not abused. Boys and unskilful riders should be restrained from making nuisances of themselves on the crowded park roads, and the best of riders will probably perceive that for their own safety it is unwise to rush in among the throng of swift-moving horses and carriages on the East Drive. The bicycle is obtaining the recognition due to it, but the increasing number of those interested in it should display a prudent conservatism in exercising their rights.—Editorial in *Tribune*.

TELEGRAM TO GOVERNOR HILL.

NEW YORK, June 27, 1887.

To the Honorable DAVID B. HILL,

Albany, N. Y.

On behalf of the wheelmen of New York State, I desire to thank you for signing the bill which affords them recognition, and protection on the highways of this state.

Signed, G. R. BIDWELL,
Chief Consul.

JONAH'S JERSEY JOTTINGS.

Le roi est mort! Vive le roi!! "Little" Caldwell is "Little" Caldwell no longer. His star has been eclipsed not only by his recent arrival at his seventeenth year, but much more so by the debut of "Little Powers," a fifteen-year-old brother of Jesse, the crack racer. He made his bow to the racing public last Saturday at the K. C. W. meeting, and a most successful one it was too, judging from the enthusiastic plaudits of the spectators and the three medals which decorated his manly bosom as the result of the afternoon's speeding. Brother Prial will tell you all about it in another column, how he held Rich for two laps and then went away from him at the finish. His friends, however, should be careful how they allow this veritable "wonder" to do too much racing, or they may "kill the goose that lays the golden eggs" and lose a chance of adding another big flyer to the Harlem string.

Next Monday will be a great day for the wheelmen of this vicinity. The Division committees and the Orange Wanderers have made such elaborate preparations for the annual Jersey meet that it promises to be an event in this locality of but little less magnitude than the great New York meet of several years ago. There will be runs in the morning, then the business meeting, then the dinner, then the grand parade, and then the races. The programme of all this has been published in THE WHEEL, so I shall not attempt to tell you anything except the additional information I have picked up.

The New York and Brooklyn boys will be drawn to the meet by the attractions of the races and will be cordially welcome to participate in the runs, dinner, and parade.

As to the runs, it will be useless to attempt to take in more than one of them, as none will be finished before the hour set for the business meeting, as the first one starts at 8:30 it would be well for those coming from a distance to be over night at Orange on Sunday, or Saturday would be better, as Belcher will be on hand to pilot the visitors all over the district on Sunday.

The dinner will be gastronomically and socially worth attending. It will be spread in Music Hall for two hundred and fifty at one dollar a head, and it will be well worth the price as it will be furnished by Davis, the famous caterer, who got up the banquet on the occasion of the great N. J. W. run two years ago.

As to the parade a big turn out of wheels is expected, as all the Jersey, New York, and Brooklyn clubs will endeavor to outdo one another in the number of wheels in line.

There have been many entries for the racers. All the flyers will be out and droves of dark horses will try their speed in the novice and handicap contests. The boys think the opportunity for a spin over such a track too good a one to be lost. Medals will be given in the championship races and in the novice and handicaps. Stop watches, opera glasses, lanterns, saddle bags, umbrellas, canes, and such like bric-a-brac will be offered.

The Union County Wheelmen will take no small part in the contests. Moore will be in the novice scramble, Pierson in the mile state championship, and Burnet, Moore, and Pierson in the team race. The club championship promises to be a lively contest with a good field, as the entries already include: Pierson, Moore, Burnet, Rheit, Warner, Brunner, Irving, and Farrington. From the very manner in which little Tommy Burnet vanquished a field of fourteen starters in the two-mile handicap at the American A. C. games last Saturday, it looks as though he would be the winner, although Pierson and Moore will make him work for it.

Caldwell, Bowman, Davey, of the E. W., and Runyan, and perhaps some others, will have a try at some of the races for the fun of the thing.

Tommy Burnet and "Al" Farrington, of the U. C. W., had a trial at the Eagle Rock bugbear the other day, the former getting fifty and the latter forty yards above the stone crusher.

Bob Mead's map of the Orange roads will be a great help to strangers touring through the Oranges on the Fourth. They can by its aid pick their way easily enough, as the macadams are all plainly marked. The maps can be purchased at the bicycle dealers and railroad news stands.

The contest for the three thousand-mile medal, offered by the Passaic County Wheelmen, is resulting in a stubborn fight and big scores, as the following record up to the close of June will show:

	May.	Total
		June 1.
W. Abbott, Jr.	254	265
W. D. Banker	352	805
D. Crouse	—	150
Chas. Finch	241	496
N. G. Palmer	260	525
D. W. Romaine	601	1080
M. P. Slade	218	410
A. E. Sengstack	245	393
E. P. Shephard	235	462
F. Shuit	243	453

The score of six hundred miles made by D. W. Romaine now stands as the club record, as well it may; for few clubs in New Jersey can boast a bigger one.

The following were the officers elected at the recent semi-annual meeting of the Passaic County Wheelmen: President, J. D. Pugh; Corresponding Secretary, G. K. Rose; Recording Secretary, A. E. Sengstack; Treasurer, Harry L. Simpson. The road officers elected were Capt. D. W. Romaine; 1st Lieutenant, Robert Blake; 2d Lieutenant, N. G. Palmer; Colorbearer, W. H. Shelp.

The Passaic County Wheelmen will hold their Annual Race Tournament at an early day; the exact date is withheld for the present, but the arrangements are in the hands of a very able committee and the races will eclipse all their previous efforts. Mr. C. Blizard is chairman of the committee and will be assisted by Fred Shuit, M. D. Marsellus, C. Reval and J. D. Pugh. The races will no doubt be held at the Clifton track.

For the above items from Passaic, I am indebted to the kind remembrance of Mr. W. D. Banker, and the pen of "Jodo," who often prove to me friends indeed in my need, when I have been too busy or lazy to scratch around for news.

A queer specimen of cycling architecture was sent to me the other day. The wheels are fifty-six inches high and the saddle is on a line with them. The saddle is as big as a sofa and the pedals are fitted with straps and weights. Fred Jenkins dropped in to see me to-day, and I showed him the creature, thinking that I had something for him to look at that he had never seen before. But one has to go way back before he can trot out anything in the cycling line that Veteran Freddy has not beheld. "That takes me back to old times," he said, "I remember once on the Polo Grounds I actually saw a race on a pair of these machines, Monroe and Pitman. One of them took a header, and there was no fun about it, either." I have baptised it "The Deadwood Coach;" but my partner insists that it shall be called "The White Elephant," from the color of its paint, etc. JONAH.

June 28, 1887.

PHILADELPHIA POINTERS.

Hooray and Hoorah! The *Press* man gives it up! Sic semper tyrannis! E pluribus bone 'em! Pro lapsus Uterus, etc., etc. I said that he was a dear little man and he wilts, ever and forever. He even is so sore over it that he would have my inches. However, I am inclined to agree with him when he makes the highly original remark of "good goods, small packages," etc. His covetousness of my "magnificent muscular manhood" makes me really strut! Know then, Callie dear, that the sum of inches rolled up at each revolution of the pedals of my Columbia figures the wonderful total of 161.2216, from which, if you are a good arithmetician, you may gather that my wheel is indeed a great one. Callie has really been writing some extremely interesting and amusing letters for the *Athlete* lately, to the neglect of the *Press*, and I beg to congratulate him none the less heartily that he seems to consider me much in the same light that a bull does a red flag.

"Chris Wheeler," too, in the *Wheelmen's Gazette*, has considered me worthy of about a column of argumentation, the main object of which is to show that Chris knows all about it and is going to tell us in another paper; and if Chris only does give the old Germantown half as good a send off as he has the Philadelphia we will forgive him many things. I am not in a position to give him the notes he asks for myself, but if he will apply to the Secretary of the club, Mr. C. G. Wright, he will doubtless get all the information he wants.

The road race for the Tryon cup, to be run in September, is halting on the question of a suitable course for the race. All the clubs have signified their intentions of putting in teams, and with a proper course should make an interesting event. The Wilkesbarre meet will be attended by a large delegation from the Century, and probably one from Pennsylvania; the Philadelphia seems to have taken little interest in the matter and the Germantown none. DIXEY.

THE TRIBUNE,

JULY 28, 1886.

MY DEAR MR. SMILY:—You will be glad to know that I am so much master of my wheel as to feel "at home" on any road, in any weather. Old wheelmen say that my progress in the art of "cycling" has been remarkably rapid. I reply, of course, that you are responsible for my proficiency. You gave me four half hour lessons, teaching me to mount, dismount, and ride, and in my practice I have closely followed your instructions.

I know that you have saved me many a "header," and the more I ride the more do I appreciate your good advice. Let me express the hope that you may never wish to disown me as one of your pupils.

Sincerely yours,
VICTOR SMITH.

TO MR. T. A. SMILY.

DARK AND BLOODY NOTES.

AND SOME BUCKEYE CYCLES.

The races which were to have been held last Saturday, at Carthage Fair Grounds, Ohio, under the direction of the Avondale Bicycle Club, were postponed on account of the rain which fell that day, until Saturday, the 2nd of July, on which day the programme heretofore announced will be carried out.

A slight error was made in announcing the conditions of the Sun race, the medal having to be won three times instead of twice.

A feature of the postponement, which will probably make the delay a benefit, is, that after the races a crowd of the boys will start for Washington Court House, Ohio, to attend the races to be held there on the 4th of July. The trip to Fayette county is now laid off as follows: Leave Carthage at 5:30 P. M., July 2, and wheel to Morrow for supper, which will be reached, according to the distance, at about nine P. M. Leaving Morrow early Sunday morning, the crowd will adjourn over to Washington Court House, and if those roads up there do not astonish with their smoothness the macadam riders from the Queen City, I have never been there.

Mr. J. M. Woodruff, of Edinburg, Ind., registered as a visiting wheelman at the Kenton Wheel Club rooms last week. He toured from Memphis, Tenn., to Lexington, Ky., after having only an experience of five days as a wheelman and was there laid up with some severe boils for one week, when he took the train and came homewards.

C. F. Smith, of Indianapolis, Ind., spent last Sunday with relatives in Covington.

The Stanford Wheel Club, of Stanford, Ky., show considerable enterprise by setting on foot a race meeting to be held July 2, at the race course of J. E. Farris, one mile west of that town. The track is one of those fine Kentucky trotting tracks, and good sport may be expected. The events will be: 1. Half-mile heat race for championship of Madison, Gaward, Boyle, Marion and Lincoln counties, free for all. 2. Fancy riding, best boy rider under thirteen years of age. 3. Quarter-mile heat for championship of Lincoln county. 4. One-mile heat, free for all. 5. One-mile dash, free for all. 6. Foot race, one hundred yards. 7. Five-mile (not a "dash," please, Mr. Stanford).

This promises to be an out and out "old Kentucky" affair, as there will be music and dancing throughout the day and refreshments on the ground. Two hundred dollars in prizes will be offered. The officers of the Stanford Wheel club are J. B. Hobbs, Captain; R. H. Hail, Secretary.

I have been shown an advertisement which has been puzzling the wheel fraternity since it came out. It is under the head of a prominent cycle dealer's advertisement in the programme of a race meet. It says: "for ——— bicycles of any age, parts for repair will be supplied either at half price or free for such parts on all of that make of any year's sale."

It is as clear as mud. I can study out ambiguities in a good many things, including lawyers' pleadings, but I'll "be blown" if that doesn't overcome me. There is either a line left out or else somebody was dr—under the weather.

A jolly party of tourists will leave Covington, July 2, for the interior of the State. The route is to be: Covington to Georgetown; thence to Lexington; thence to Paris; thence up to Maysville via Blue Lick Springs.

Chief Consul Croninger will go down the day before to scoop a prize or two at Stanford, if possible, and the balance of the tourists, now estimated to be about five, will meet him and all proceed to Maysville.

Chas. Croninger, A. M. Watcher, E. C. Toie and others will make up the party.

A Mr. Yates, of near Latonia Springs, Ky., now comes and says again that some wheelmen must pay for his broken hay-wagon.

He says seventy-five dollars is all that will soothe his damaged wagon and feelings. Of course the wheelmen of Covington are all shaking in their boots at the thought of paying such a frightful (?) sum. A collection may be taken up for Mr. Yates' benefit. The terrible accident was, I believe, detailed or retailed in these columns some months ago, but I will recite them again, anyway. Mr. Yates one day was driving along the Independence road near, unto and close upon the saloon which stands, among many of its kind, upon said road adjacent to Latonia Springs. Mr. Yates, so it is said, has a "sister" who lives in the above-named

saloon. Said Yates then and there left his horses standing unhitched in front of the saloon aforementioned, and went into the same to see the said "sister." And some wheelmen coming that way frightened his horses, which ran off and upset his wagon and damaged the same and the feelings of said Yates to the tune of seventy-five dollars and costs.

All the wheelmen have to say is that they infringed no law in travelling along the pike and they were pursuing their own business and did not, as Mr. Yates seems to think, come there with the express intention of scaring his crowbaits.

Yates is the man who circulated a petition to "keep them thar things off the roads."

The authorities of the Covington and Cincinnati Suspension Bridge have utterly failed to enforce their rule as regards wheelmen riding on their structure, and the reason is that they know they cannot lawfully enforce it. Their policeman still orders wheelmen to dismount, as usual, but the wheelmen don't do it. The latter are aware that no charge could be put against them for travelling that bridge, which is a public highway, in their own manner, after having paid their proper toll, and the bridge people know it too. Far better had they too opened the bridge and let the horses do as they would do anyway.

A large four-ply task is before the wheelmen of Cincinnati, and that is to secure the right to ride through to Eden Park. It is a shame and an outrage that the matter should have been neglected so long. THE WHEEL will do all in its power to help along. Let the clubs take some action. A test case—ah, where is that "expert" who travels the country furnishing "test cases" and "horrible examples" at so much per test or so much per horror, just as the oil and natural gas experts do.

They tell the story in Kentucky that a certain squire and a certain milkman were discussing wheelmen from all standpoints, the conversation growing out of one of the late road-hog cases. The milkman said: "Well, I like those wheel boys, but they are great nuisances to horses. I've got a mule, though, that won't go past a nigger [no offence to the colored brethren, but this Kentucky milkman said that] and in the spring when he's real frisky he will run away and rip things from (sheol) to breakfast before he'll go past a darkey."

The squire answered in a laconic manner: "Why in the nation don't you get out and club the nigger and throw him in the river; he has no right to be on the road scaring your horses. Treat him like you do a bicyclist—try to kill him."

The milkman saw the point and simmered down to a chalky sediment.

Heard of a wheelman, on a Safety, running over an aged party on a sidewalk several days ago.

This pavement riding should be stopped. The aged party lay down, after the wheel passed over his leg, and cursed and swore in a frightful way, and they say he wants damages and blood and all sorts of things. NORR.

OFF FOR THE CANNIBAL ISLER.

EDITOR OF THE WHEEL: To-day I despatched four cases, of 280 books, to catch the steamer sailing from San Francisco on July 30. The largest of these contained 155 for Melbourne and other chief cities in Victoria; the remaining 125 going to Sydney, in New South Wales; Hobart, in Tasmania; and Auckland, in New Zealand. As only 116 copies have been subscribed for at the Antipodes, and as I've spent about \$5.00 worth of time on every subscriber captured there, I send the other 164 books to take their chance of bringing back to me a part of my losses.

The manufacturers turned out only 334 books for me, last week, as against the 1,200 required by contract; and the whole number now issued is exactly 3,003. I've not yet supplied Boston, Philadelphia, Springfield, Buffalo, and other important agencies; but hope to do so before this week closes. To-morrow I send 44 books to Montreal.

"Price Two Dollars," stamped on the cover of each book, seems to scare some of my subscribers into the notion that I expect them to pay full price, as well as new purchasers. Let me say, then, that every man who pledged a dollar in advance is free to take it at half price, on application at any depository. If I am forced to send it specially, by mail or express, I ask him to remit \$1.20 for cost of delivery; but I do not demand even this concession to the fact that the actual cost of the 6,200 books in the first edition is fully equal to \$6,200.00.

In cases where I send a package of books to a subscriber who has not formally agreed to act as

depository for me (rather than delay delivery for three or four weeks), my circular gives assurance that no responsibility is assumed, except for money actually paid in. I do not expect anyone to take any active measures to dispose of the copies entrusted to him; but only to give storage until I can find time to write out my wishes in detail.

This Cannibal Island business has practically cost me a week of hard work: So, at best, I cannot hope to start on my return trip to New York before the morning of the 30th.

KARL KRON.

WEST SPRINGFIELD, MASS.,
JUNE 27, 1887.

POPE MFG. CO. vs. GORMULLY & JEFFERY MFG. CO.

In the four cases of the Pope Manufacturing Company, pending in the United States Court for the Northern District of Illinois, against R. Philip Gormully, and against the Gormully & Jeffery Manufacturing Company and Gormully & Jeffery, in which a motion for injunction was pushed by complainants in all of the above cases upon Monday, the 27th inst., the motion for injunction was withdrawn by the complainants after presentation, the defendants being in Court and ready for the hearing of the motion. Two of the above causes are the same cases in which injunctions were denied upon full argument before Judge Gresham something over two months ago. The defendants showed to the Court that they were ready and anxious to have all of the cases tried upon their merits, and signified their willingness to have all of the cases set for hearing at the earliest date possible for the hearing of the case. The Court then set the case for hearing upon the second Monday of October, giving the complainants the month of July to put in their prima-facie testimony, giving the defendants the month of August to rebut the same, and the complainants the month of September to reply thereto.

AN INGENIOUS INVENTION WITH A BOON TO WHEELMEN.

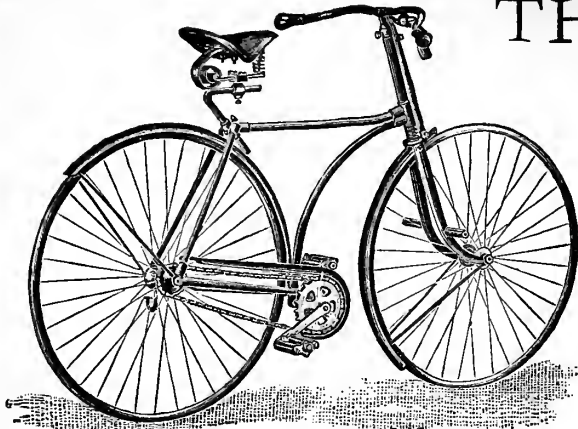
If our ancestors of a hundred years ago could come among us they would exclaim, what wonders! The remarkable improvements and inventions that we now enjoy are indeed great. We have the locomotive, the steamship, the printing press, the electric light, and a thousand and one other inventions, not forgetting the wheelmen's favorite, the bicycle.

I dropped into the club room a few nights ago, and there saw a very ingenious contrivance called the "Tutti Frutti" Automatic Seller. It presents somewhat the appearance of an upright clock about two feet high and nine inches wide. In front a glass case behind which appeared very pretty packages in star spangled tin foil. Over the base which projects is a curved metal strip in which is a narrow slit. By dropping a nickel into the slit a spring is released, a bar of "Tutti Frutti" gum pops in and the drawer can be opened and the gum taken out. The drawer closed and it is ready for the next operation. This machine has attracted considerable attention. It is certainly a novel invention. It operates entirely by automatic springs.

An enterprising company has made arrangements with nearly all of the bicycle and athletic club managers in New York city, to place one of these machines in their club rooms. The clubs receive twenty per cent of the proceeds. The gum in the machine is quite a boon to wheelmen and athletes. It is a well-known fact that in riding the bicycle, and while engaged in most any kind of athletic sport, the throat and mouth becomes parched. The use of this gum prevents this trouble. It generates saliva which keeps the mouth and throat moist. The flow of saliva also aids digestion. It is thus a valuable article to wheelmen and athletes in general. Around each package is a testimonial from Prof. Doremus who recommends the gum highly as a specific for the troubles mentioned. The machine is a little wonder, and as the article in it is valuable to wheelmen, there can be no doubt about the success of the enterprise. T. G. SMITH.

Fifty-Mile Tricycle Road Record.—On June 10, G. P. Mills rode fifty miles in 3h. 7m. 24s., beating record by 1m. 40 2-5s. A strong wind blew against him all the way, and a collision early in the race prevented better time being made. Mills thinks he can ride fifty miles in three hours, and will shortly make such an attempt.

THEY TAKE THE LEAD! SINGER CYCLES.

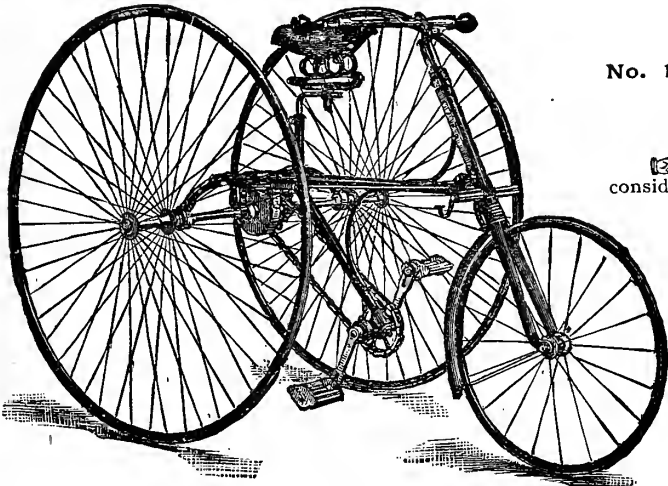


APOLLO SAFETY.

The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety—Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.



S. S. S. TRICYCLE, No. 1.

S. S. S. TRICYCLES.

No. 1 for Gents.

No. 2 for Ladies.

AND

TANDEMS.

See these Wheels before buying. they embody new features, which are worth considering.

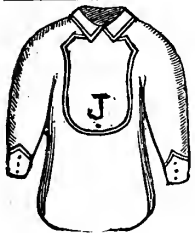
Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.

W. B. EVERETT & CO.,

Sole United States Agents,

6 & 8 Berkeley St., Boston, Mass.

Agents for New York City, **BARTLETT & MACDONALD**, Sixth Avenue, cor. 125th St.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

The Oldest and Most Reliable Athletic Furnishers Up-town.



SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting, Fishing.

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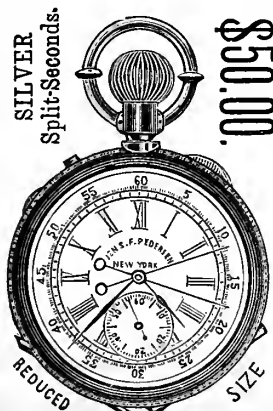
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Agents for Singer's, Apollo, Challenge S.S.S. Single & Tandem Tricycles

STORAGE

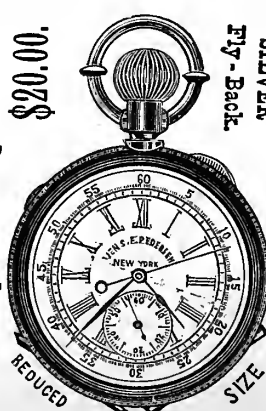
The beauty and value of my Medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



SILVER Split-Seconds.

\$50.00.

WATCHES,
Club Pins, Diamonds,
PRIZE CUPS, JEWELRY,
CHEAPEST
Split-Second Stop-Watch.
FLY-BACK.
BEST.



\$20.00.

FLY-Back SILVER

JENS F. PEDERSEN,

1 1/2 Maiden Lane,
NEW YORK.



Nickel Timer, Accurate & Reliable.

\$8.00.

My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

- ATHENIAN WHISPERINGS.

The chief event of the week has been the yacht races, in which everybody was more or less interested, cyclers not excepted; and no doubt, had the day been pleasant, wheels would have been as thick on Marblehead Neck as "peeps" in autumn. There was considerable rainy weather through the week, which has put the roads in fair condition again. The Sunday runs were a little more enjoyable, and somewhat better attended than during the recent dusty spell, though the facts remains that the sport languishes in this section during the heated term.

A few days ago I had a pleasant chat with H. A. Burnham, Jr., the League Consul for Gloucester. He reports that the Wanderers of that city, a comparatively new club, has now a membership of nineteen, and is in a prosperous condition. There has been little riding this season however, as the streets have been badly cut up for a long time by the laying of the new street car line and by other public works, and could hardly be called thoroughfares, even for teams. Then it may be remarked that the highways in the immediate vicinity of this delightfully breezy old town are not altogether conducive to a perfect growth in grace, at any time—and especially if one rides the Ordinary; still there may be devout wheelmen, even in Gloucester. Mr. Burnham thinks a tandem or two would boom cycling on the Cape, though perhaps, with the hills and the stretches of bad surface, the new form of Safety would bring about a stronger boom, and prove the popular machine. Cape Ann is a jolly place to visit, and, thanks to the League Consul, there are several very nice L. A. W. hotels.

The North Shore run is a favorite one with Eastern wheelmen; and the Roxbury boys, under Captain Savell, to the number of a dozen or more, members of the Warren Wheel Club, and some of their friends, will take it July 2, 3, and 4. The Pavilion, Gloucester, will be headquarters of the club from Saturday night until Monday morning, when they will start for home again. A part of Sunday will be spent in making the tour of the Cape, including visits to the famous granite quarries of Rockport and Bay View, to Pigeon Cove, and the old town of Annisquam, and other points of interest along the Cape Ann coast.

Either the printer or my beautiful spencerian was at fault for the statement that Captain Peck would tour Southward in August, in the last issue—July was intended, the captain, and Lieut. M. Burr, who accompanies him, to be absent from the first to the eighteenth of the month, during which time they will visit all the important cities and cycling centres en route between Providence and Washington, D. C. Secretary Farrington, of the Massachusetts Club, who was to have been a member of the party, will not be able to go.

The many friends of Charlie Dow, one of the most popular men in the Tufts College Club, will learn with regret that he has been obliged to give up all riding for the present, owing to a knee-trouble which began to show itself early in the season. The knee was strained in moving a piano, in the first place, a few days of hard riding, not long after, adding to the trouble. He is resting and spending the Summer at Bass Rock, but hopes to be riding again by September.

The Brookline boys (of the Cycle Club) are making great preparation for the Fourth. The fun will begin at 6:30 A. M., with a parade of Antiques and Horribles; at 10:30 A. M. there will be sports on the Common including bicycle races; a base-ball game in costume at three P. M. and fireworks and band concert in the evening. The Massachusetts, Boston, and other organizations are invited to accept the hospitalities of the club. In the morning parade there will be a bicycle division under the command of Captain W. K. Corey.

Speaking of hospitality, the cards recently sent to the members of the Massachusetts Bicycle Club by the Bostons, read: Summer season 1887. Boston Bicycle Club, 36 St. James Avenue. Mr. (name of recipient) is entitled to privileges of club on presentation of this card. It is signed by President Hodges. The Bostons are genial, wholesome fellows, and it would not be at all surprising if some of the visitors should conclude, when Fall comes, to take up a permanent abode with their generous Summer hosts.

It looks now as though there would be some good racing at Lynn, July 4. Rowe, McCurdy

and Neilson, have been training and will be sure to appear, and prominent amateurs from many parts of the country have signified their intention to be present. There will be a quartette or more of local flyers, members of the Lynn Club, who, if they put in as good work as was put in by C. E. Whitten, last year, will run some snappy races. Whitten expects to compete at this meeting. The track has been put in the best condition possible, fast time is predicted, and with good weather a big turn out, and a successful meet may be counted upon. Boston will of course send a large delegation, and many doubtless will go over to Lynn on the wheel.

The term road-hog, as applied to those horsemen who think they own the earth, is more expressive than elegant; but what term shall be used to designate those brainless young puppies who, usually with a hired horse and carriage—and pockets as empty as their nobby tiled skulls—delight to drive out of their way to force a luckless wheelman "to the wall," and who, if successful in dismounting their victim, always drive rapidly off, laughing at his discomfiture. Such a case was witnessed near Cottage Farm Station a few days ago, and although several tricyclers were in sight, no one was near enough to render service by stopping the team.

I heard a capital story the other day, relating to an occurrence of this kind, the hero of which was W. W. Stall, the well-known dealer. Mr. Stall was somewhere on the road upon a tandem, with his wife, and after being annoyed for a mile or more by two dainty dudes in a sweet turn out, who made repeated attempts to run over him, he at length dismounted suddenly at a wayside wagon repair shop, and turned the tables. Arming himself with a good, solid, hickory spoke, twisted from a broken wagon-wheel, he beat the devil's tattoo on a pair of empty noddles, until the owners were glad to get away from the neighborhood. Stall is a terror to evil doers of this description, and it would be better for the sport if there were many more like him.

And now the California wheelmen are talking of seceding from the L. A. W. ranks. This isn't Boston news by a long way, but I want to say to the California boys, as a passing remark, that no good can come from kicking up a row. There is always a recoil to the gun, and the heavier the charge the greater the recoil, and sometimes the wrong man gets hurt. I am aware that this is a big country, but six months of positive "peace on earth and good will" among wheelmen would be a new sensation. No, boys, talk over your grievances with the League official fairly and sensibly; keep the stuff out of the papers; stay in the organization long enough to be able to view your troubles coolly; and if the League is then found to be crooked, we'll all leave it together. But do let us have one Summer without somebody's being in a broil and thirsting for gore.

There was a special meeting of the Massachusetts Club Tuesday evening, called by the committee appointed to settle up the affairs of the club. We'll give a report of it next week, as I could not learn full particulars in time to send for this issue.

MONTREAL NOTES.

On June 4 the M. A. A. Association held its annual Spring games, on their old grounds, which are being cut up into building lots. The track was in fair condition and the attendance good. A Three-Mile Bicycle Race was the only cycling event on the programme. It was won by J. H. Robertson, beating E. P. Baird in fair time for the track, which has very sharp curves and a hill to climb. Baird was not in form and had great difficulty in negotiating the sharp curves.

In the athletic events the three well known Montreal athletes, W. R. Thompson, J. S. Robertson and J. W. Moffatt showing well up to form. Thompson will probably win the "All Round Championship" in New York this year.

The Hill Climbing Contest up Cote des Neiges came off Tuesday, June 14, but owing to the exceptionally bad condition of the road was not a success. However, though no man rode up the hill a small boy named Bertie Lane did. He was mounted on a fine light wheel (a racer made over) of about 34-in., of which he had thorough command. By riding zig-zag he reached the top much to the envy of his bigger brothers of the wheel. After the Brantford races another trial will be had, and if the road is in good condition the hill should be climbed by more than one.

Athletics, bicycling, etc., will in future have an organ devoted to their interests here in Montreal. On June 7 the first issue of *Sport* made its appearance quite auspiciously. It is gotten out in four-page form, 14x20 inches.

The editor and proprietor is Mr. J. Allen Lowe than whom a better man for the work before him could not be found. Until June 1st Mr. Lowe edited the sporting column of the *Montreal Daily Gazette* and that most efficiently.

As a business venture the newspaper promises well, for all the space that can be spared for advertising is contracted for, for some months ahead, and a subscription list of over 2,000 already obtained. The reading matter in the first three issues is excellent, the main fault being that there is such a wide field to work that each branch of sport cannot monopolize much space.

Speaking of the Military Review on Jubilee Day one of the daily papers says: "Then the Victoria Rifles entered the field from the West End headed by their bicycle corps and band. The bicyclists without doubt attracted the greatest share of attention, as they rode into the field, their neat and serviceable costumes, their thorough command over their machines and smart appearance, winning them the plaudits of the multitude. Their ambulance corps was composed of smart young men bearing stretchers which fortunately were not brought into requisition." Dear reader please don't think those stretchers were intended for the wheelmen.

In the evening, after the Review, the Victoria Rifles held dedication services and gave a reception in their very handsome new armory. The Bicycle Corps were requested to appear in uniform, and were envied during the dancing by their fellow soldiers in long pantaloons. Two wheelmen wore full dress shirts and vests with the jacket thrown back.

Montreal will send a delegation of from ten to fifteen men to the C. W. A. annual meet to be held this year at Brantford.

In the races, J. H. Robertson will represent the East in the One-Mile Championship and other short races, while E. P. Baird will compete in the Five-Mile Championship and three and ten-mile open events.

MINNEAPOLIS ITEMS.

THE STATE TOUR.

JUNE 23, 1887.

Well, the time for our State tour, of which so much was expected, has come and gone, and the tour—the shortest on record—is a thing of the past. The opening day looked dark and threatening, but seven plucky souls made a start from St. Paul at nine A. M. Near Minneapolis a hard rain forced them to seek shelter in a handy blacksmith's shop, and it was two P. M. before they finally sat down at dinner in the West Hotel.

Rain continued, and after the rains of the past week, roads were deemed too muddy for extended touring, and the trip was reluctantly abandoned. One rider had come from as far away a place as Pipestone, Minn., and the balance were divided between Winona, St. Paul, and this city.

Another trial may be made later on in the Fall, when roads are pretty sure to be hard and smooth, and the attendance be larger.

Two wheelmen started for Cassopolis, Mich., the 20th, going down the river as far as Faribault, and so round into Michigan, hoping to avoid the sand-hills of Western Wisconsin.

In connection with the late Firemen's tournament at Mitchell, D. Ter., several bicycle races, both amateur and professional, were held, in which Grant Bell, of this city, took part. No detailed report could be obtained, but in the one-mile professional the first day, Bell won in 3m. 19 1/2-ss., with Healy, of Mitchell, second. Eck, of this city (at present), started, but fell out at the end of the half-mile.

In the amateur races, consisting of half and three-quarter-mile dashes, with one of two miles, Kidson and Smith, of St. Louis, had everything their own way. As a Dakota wind blew both days, times were slow, and not worth reporting.

Of the two riders named above, one formerly lived at Mitchell, and both rode part way from St. Louis on their wheels.

In the five-mile professional race, the second day, Bell led nearly the entire distance, but slipping a pedal when near home, Healy won by half-a-length, amid great excitement of his fellow-townsmen. Eck attempted to ride a tricycle against a horse, but only made the mile in 4m. 20s., the horse leading him by about 30s.

All we need here now to complete samples of first-class makes are a New Mail and Cunard, for the Springfield Roadster and Light New Rapid are now in town. I made a short trial of the Springfield, and found it easy-running, but a little awkward for the novice, till he gets the hang of the new stroke. The agent here does not look for much trade, the sample arriving too late for that, but will be satisfied if he places three or four this season to start with. The wheel looks every way as well-made as the sample shown here by Hendee, and much resembles an Expert in lines and finish.

The Light New Rapid is much on the lines of its heavier brother, and weighs just three-quarter pound less than a Col. Lt. Roadster of same size, one scaling thirty-nine pounds, the other thirty-nine and three-quarter pounds, both ready to ride. The bearing-case to the New Rapid is very narrow, looking more fit for a racer than roadster, and appears to be held in place by a slight taper of the axle.

Tuesday evening the Mercury Club took a run to Lake Calhoun via Hennepin, and from there to Diamond Lake and return, covering about fifteen miles. At the ice-cream discussion that followed, the idea of an illuminated parade of wheelmen, to come off in three or four weeks, was broached, and I see no reason why it should not be a go. Given a large number of club-members, a still larger number of unattached, fine wide avenues for the parade to disport itself on, and energetic management to carry out the plan, there should be such a "gathering of the Clans" as this city has never seen. Pointers may be obtained from the St. Louis boys, in regard to detail, amount of lanterns necessary, etc., and with proper announcement through the Division, (large D) plenty of outside wheelmen would attend. Let us not be outdone by other cities, if the project is once taken up.

Karl Kron's book is here at last, and he should not complain of the amount of free advertising the trade here is giving it. The placard of "Ten Thousand Miles on a Bicycle," and the evil visage of "Curl" stares at me from every window devoted to the bicycle trade. That "dorg" may have been an angel of light and sweetness, but his looks belie him, and if such a visage looked at me while riding by a farm-house, I should involuntarily tuck both feet over the handle-bars, to be well out of reach.

Don't make this a personal matter, Karl, and take up the cudgels in behalf of the late lamented, for I never knew the dog, but speak theoretically, basing conclusions on his picture. L. B. G.

ACROSS THE CONTINENT.

THE PLAINS OF "PRAIRIE" AND HILLS OF "HAWKEYE" ARE ALIKE PASSED BY THE CYCLING TOURIST.

"Hey, boys! Hey! Five o'clock and time to git out," was the rather peremptory summons which awakened us from a sound slumber Wednesday morning, and for a full moment we stared at the bucolic apparition before our startled gaze.

"What in the great horn spoon,—oh, beg pardon,—you are the farmer, ain't you?"

"Yas; and if ye boys don't git out, you don't git any breakfas', bet your boots on that."

We needed no further advice. When you talk about losing your breakfast, you can count me out of the debate, and in less than a jiffy I was down, and loading up with a genuine old-fashioned farm breakfast. About 6:30 we sprang in the saddle, and pushed slowly over some terrible rough roads to Mendota, nine miles away, reaching there at 7:45. Better roads greeted us to Saulville, eleven miles farther, and we began to make time, running into Dover, twenty-nine miles from the start, at twelve o'clock. Dinner over, we sailed out for Princeton, five miles, to the time of 2:15, and entered Wyanet, eight miles westward, at 4:15. From here to Sheffield, nine miles, an elegant path was encountered, and we run it in one hour. Supper over, we started at 6:30, passed Mineral, five miles, at 7:30, and put up at Annawan, sixty miles from the start, at 8:15. We were fondly congratulating ourselves on a likewise fair run over the balance of the "Sucker" state, but alas for human frailty, our flagrant hopes were doomed to a sad disappointment. With light hearts we embarked Thursday morning at seven o'clock, and pulled into Atkinson, six miles, one hour later. Fair sailing accompanied the journey to Geneseo, nine miles, and here we stopped until eleven A.M., impressed with the place, the sun, and—and a little azy.

Pushing out, five miles beyond Geneseo, we struck a bad road. This gradually grew worse,

then horrible, and finally by the time we reached Colona, fourteen miles away, at two P.M., we were ready to give up the ghost and lay down and die—kick our mortal bucket without a murmur. Reader, if you have ever mounted a sandy hill one mile long, and no side path, you will know exactly our bill of fare that day. Oh! ye cyclists, shun Colona, Illinois—give it the widest berth possible, or you will live to regret it. The getting thereto was bad enough, but being compelled to eat cold mutton, hard bread and dirty coffee, with no potatoes, overflowed our brimming cup of agony, and we left that town at 3:30, vowing vengeance upon the luckless chap whose advice sent us there. Somebody hold us when again we meet, or there will be gore spilled. One mile out we cross Green river on a ferry scow, and then climb a big mountain, run eleven miles over clay and ruts to Moline. The only ridable part of these eleven long weary miles was a long coast right into the city, which we entered at six o'clock, and spent one hour for tea. Thirty minutes later we were in Rock Island, doing up that bustling western burg, digesting a big morsel of mail, and answering questions by the wholesale.

"What makes you in such a hurry?" queried one interested gent.

"Well, if you had ridden the wheel from York here, and been out in the rain and mud half the way, you'd take a first mortgage on the improvement of each shining hour, and a good many that don't shine."

A trip down Government Island, with its vast aggregation of armored and naval manufactories, arsenals, magazine, yards, parks, etc., is one of the most delightful things we absorbed at Rock Island, and furnish food for many instructive moments, mingled alike with wonder and admiration. We are ever and anon gazing, awe-struck, and enamored, upon the placid bosom of the majestic Mississippi, "Father of Waters." No wonder that historical old cove, DeSoto, laid himself down to die on the banks of this mighty, this magnificent stream. Long and intently is our gaze fixed far adown its winding course, illuminated by a thousand sparkling jets of light, fast multiplying in the gathering gloom. Anon a steamer pushes out from either shore and sending a shower of spray over her bows, plows through the sluggish current to either shore. Vast rafts of logs come floating down silently with the current, impelled by a force, slow, but irresistible. Enraptured, we wheel over the long suspension bridge to Davenport, and put up at the St. James Hotel, directly on the river front. Forty-six miles for the day, is all we can figure up, and though discouraging, it is a fact, nevertheless. A cold, hard, adamant reality, unalloyed and unadulterated. Five o'clock sees us in the saddle next morning and pushing away to Blue Grass, ten miles, for breakfast. This over we mount and ride on to Sweetland Center, fifteen miles, and pull up at Muscatine, seven miles from this, at 12:30. Here we take dinner and meet several jolly cyclist, among whom, F. W. Grosheim, comes in for a big share of our praise. With him we wheel out of Muscatine at 2:30, and reach West Liberty, twenty-one miles away, at six P. M. Putting up at the National Hotel we partake of as fine a repast as an epicure could desire. West Liberty is but a small town, but it certainly boasts of an excellent hostelry, and that is the National. At seven o'clock, accompanied by Lew Dumar, a new acquaintance, we ride away to Iowa City, eighteen miles, thus completing seventy-one miles for the day, in about eleven hours. Three-fourths of this was good wheeling, the balance poor. The St. James again harbors us over night, and we turn in at ten o'clock, to be awakened at six by a con-founded old electric bell. Nothing loth we must rise, and do so in exceedingly bad humor. Two hours later we are eating breakfast at Tiffin, nine miles away, and at 12:30 we dine at Homestead, fifteen miles further. The sun is fairly broiling, and a warm, sultry breeze makes navigation a torture. At 2:30 we resume the weary march and pass South Amans one hour later, pushing into Marengo, twelve miles, at 4:30, and just in time to seek protection from a regular old Iowa tornado. With a suddenness which baffles description, the storm was upon us, and for one hour it rained pitchforks, or very like it, with a few intervals of terrific hailing, as a diversion. This settles riding for the day, and we proceed to get a good bath, and supper. Rising at eight Sunday morning, we attend divine services, get a bounteous dinner, and at one P. M. set out for Brooklyn, a distance of twenty-two miles, reaching there at five o'clock. Luncheon over, we remount and capture Grinnell, sixteen miles west, at nine P. M. Some terrible

hill climbing was also captured, and we gave up the chase with a big belly-full of Iowa's game roads. Of all bicycle centres yet encountered, Grinnell takes the cake. A place of some 3,000, it has seventy-five riders of the silent steed and we unanimously dedicate it as the "Great American Cycling Centre." Riders of all ages and of all machines are here met—enthusiastic and alive to the issues of this delightful pastime, and ever ready to stretch for the hearty hand of welcome and good cheer. "Long live the Grinnell Bicycle Boys" is the burden of our song as we leave their cozy club rooms. Monday dawned dark and dismal, and it was eight o'clock before we struck out. After running and walking, at intervals, for seven miles, a grand thunder shower comes up and relegates us to an old forsaken and dilapidated shanty that once did service as a house, but in the long forgotten ages. We were not alone in misfortune, for along came a belated farmer to share our portly hovel and our lonely companionship. He was a bucolic way thro' and a typical old chip from the venerable Yankee block.

"Wall young un, what yeou doin way out here on that velocipede?"

"Seeing it rain at present."

"Where ye from?"

"New York. Ever been in New York?"

"Yaas, an' I've bin all threu Vermont ten. Great place for farmin aout thare, eh?"

"Yes, we raise immense quantities of cheese, politicians and gum chewers out our way."

"Yeou daont say, what else deon yeou raise?"

"The wind, occasionally."

"Naowe yeou git eaout. Make anything thare?"

"Yes, we manufacture political bombs, campaign clubs and boodle aldermen."

"Oh, git eaout, ye air teou smart to live young chapper. Better go and hire out as a caouw boy."

"Ah, you've been there, have you, and they graduated you in a minute. Ta, Ta, old Yankee Doodle, we'll see you later."

And with that we once more sallied forth and entered Kellogg, seven miles farther, at eleven o'clock, considerably the worse for mud. Dinner over, at 3:30 we set out for Newton, ten miles farther, and reached there at five o'clock, just in time to escape another shower. Newton is a quiet town and we are glad to leave at 9:30, Tuesday morning, just as soon as the roads were tolerably dry. A run of twelve miles brought us to Colfax in time for dinner, and at one P. M. we embark for Mitchellburg, six miles away, and reach Altoona, seven miles farther, at five o'clock. Supper over, we push on to Des Moines, over tolerably fair roads, eleven miles away, in two and one-half hours. Here we register at the "Aborn," and saunter forth to gather acquaintances. A jolly lot of boys infest the capital city of Iowa and they take great pride in showing us the fine points of their prided place. Wednesday proved to be a cool, cloudy day and we resume the march at 7:30 A. M. pushing away to Waukee, seventeen miles, over clay and against a terrific gale in three hours. From here to Adeo we walk seven miles and take dinner, leaving there at one P. M. Re field, twelve miles farther, is reached after some tremendous hill climbing at 3:30, and Dale City, nine miles west, appears at 5:15 with somewhat better roads. From here to Glendon, three miles, we climb again and occupy one hour in the occupation. Supper over, we strike out for Casey, and are told to go directly southwest. After following this advice for an hour, we suddenly come to an abrupt terminus of the road. No farther track is apparent, and we are miles away from the nearest habitation. No fences along the road and surrounded by acres of barren fields. Visions of being

LOST ON THE PRAIRIE

flit before our startled vision with lightning-like rapidity, and long and earnestly we scan the horizon for some sign of life. Occasionally the dim outlines of a farmer's house looms up like a speck in the far distance, while the last glinting rays of a slowly setting sun, cast weird, grim and ghostly shadows over the undulating plain. Far to the eastward we discern, in the gathering gloom, the uncertain existence of a telegraph line, and set out, by roundabout ways and prairie paths for that beacon of safety. Striking the line, we find a rideable road and turn southward. Three miles and we espy lights. Hurrah, a town, and it proved to be Menlo, seven miles south of Glendon and seven east of Casey. We have run twelve miles from Glendon, so are five miles out of pocket. We do not begrudge the five miles for the excitement of our chase was worth more than that. Ah, 'tis sweet and soothing to the cyclist to

get into exciting predicaments and reach, if you ride a bike, you will recognize at once the immense sport we had in being actually lost on the prairie. Leaving Menlo early the next morning, we ate breakfast at Casey, seven miles away, at 7.30, and thence encountered the most terrific hills imaginable to Adair, eight miles away. High over mountains, deep down into unfathomable vales we plod our weary way, no fence to guide or landmark to direct. Here and there a lonely farm cottage, and surrounded on all sides by vast fields of corn—corn in all stages of growth, and an occasional patch of oats, or wheat. Ten more miles of this kind of riding and we push into Amita, at twelve m., tired and hungry as a starving bear. This is a town of but seven hundred inhabitants, but it supports two newspapers and a dozen or more stores of various branches of trade. At one p. m. we pass onward and over some hard roads to Wiota, eight miles in one hour and a quarter—the best riding of the day. This is because the road followed the railroad line and not section lines, as is usually the case in this wild western wilderness. Nine more miles of fair running and we wheel into Atlantic, the best country town by all odds we have seen in Iowa, at four p. m. Under the advice of Messrs. Tarshay, Whitney, and Mides, of the local bicycle club, we push on via Marne, eight miles west, and take supper. The gentlemanly proprietor of the Marne house will accept no remuneration for the privilege, and we freely recommend all hungry cyclists to his care and consideration. From Marne to Walnut we have seven miles of fair sailing, and still better to Avoca, eight miles farther, where we pull up for the night at 8:30, with a total mileage of sixty-five for the day. This, we are assured, is good—very good time—and we retire at peace with all creation and explicit orders to be called at five o'clock next morning. The place we are stopping at is a new hotel with no carpets and but few furnishings; but it is recommended as "the best in town," and so we accept the case and consider it so. We will tell you all about Council Bluffs and Omaha next time.

GEORGE W. NELLIS, JR.

AVOCA, June 23.

THE SOUTHERN TRIP OF TWO BOSTON WHEELMEN.

Captain A. D. Peck, Jr., and Lieutenant M. Burr, of the Massachusetts Club, have completed all arrangements for their proposed wheeling trip to Washington. The tour will occupy eighteen days, and during that time about three hundred and fifty miles will be covered by them on their wheels. Most of the riding will be done between four and nine o'clock A. M. and five to seven P. M., so that they will not suffer overmuch from the heat.

The start will be made on Thursday evening at six o'clock from Captain Peck's residence. They will ride to Canary Cottage, Milton, where they will be entertained by members of the Massachusetts club, who have taken the cottage for the Summer. Leaving early the next morning they will ride to Walpole for breakfast. Here they will be joined by William Bunting, who will accompany them to New York. Dinner will be taken at Providence, and from there they will go by train to New London, arriving in time to witness the college boat race. The next morning they will take the steamer to Greenport, L. I., and there wheel twenty-one miles to Riverhead for dinner. In the afternoon twenty-seven more miles will be wheeled to Bellport, where the night will be passed. The next day they will wheel thirty miles to Amityville for dinner. Here they will join the Brooklyn Club. That afternoon twenty-eight miles will be covered and the night passed at Jamaica. L. A. W. Consul Waters will entertain the tourists here. The next evening they will ride to Brooklyn, where they will be met by W. H. DeGraaf of the Harlem Wheelmen. During the day they will also be entertained by members of the Citizens Club. The next day will be spent about New York city, and the following at Coney Island. From there they go to Newark, passing the night there, and the next morning riding to Orange, where they will be taken care of by Captain Porter of the Orange Wanderers. After sampling the beautiful roads of the Oranges they will ride to Plainfield and continue on to Somerville, where the night will be spent. The next morning they will wheel eighteen miles to Hopewell for dinner, and then fifteen more miles to Trenton. Here they will pass the night and receive the hospitality of the Trenton Club. A ride of twenty-one miles the next morning will bring them to Philadelphia, where a day and a half will

be passed. Then they will wheel to Wilmington, Del., distant forty-eight miles. The train will be taken from there to Washington, where two days will be spent under the care of Captain Seeley of the Capital Club, who will show them all the sights. Returning by train a day and a half will be passed in Baltimore, and there the steamer will be taken for Boston, stopping one day at Norfolk.—*Boston Globe.*

THE KINGS COUNTY RACE MEET.

This popular Brooklyn club held its annual Summer race meet at the Brooklyn Grounds on Saturday P. M. last. As usual, it was a success. A well dressed crowd, particularly distinguished by the number of ladies it included, completely filled the grand stand; the open stand was fairly patronized by men and boys with a bit of sportin' blood in their make-up; the weather was perfect, in fact, regular K. C. W. weather, than which, nothing more can be said. The track was not so good as usual, owing to the heavy rains of Friday night, but fortunately no serious falls have to be recorded.

The grounds were prettily decorated with flags and bunting, the green was prettily trimmed, and altogether made a pleasing arena. The races were run off with that promptness which is characteristic of the meets of this club. The absence of music was commented upon by those who had attended previous meets.

The racing was very interesting, the handicapping being of better quality than has usually been furnished by the o. h. The features of the day were the coming together of Powers and Rich, and the remarkable riding of H. L. Powers. The track is a fifth lap cinder path, on which fast time is impossible. The best time ever recorded is about 2m. 59s, by Rich, at a K. C. W. tournament. In estimating the time values, three minutes may be considered equal to 2m. 45s.

The officers of the day were: Referee, G. R. Bidwell, C. B. C.; Judges, A. B. Barkman, B. B. C.; C. H. Luscomb, L. I. W., T. C. Smith, C. B. C.; W. J. Savoy, I. B. C.; Scorers, F. H. Douglass, K. C. W., G. C. Pennell, E. W., W. H. H. Warner, L. I. W.; Clerk of Course, J. A. Loucks, K. C. W.; Assistants, C. I. Long and T. Snyder, K. C. W.; Starter, F. M. Price, B. A. A.; Umpires, F. W. Loucks, K. C. W., Dr. E. W. Johnson, H. C. W., C. Schwalbach, K. C. W., R. F. Hibson, K. C. W., E. Mason, C. B. C., F. S. Miller, U. C. W.; Timekeepers, W. H. DeGraaf, H. W., D. Morehouse, B. A. A., W. W. Robertson, B. A. A.; Official Reporter, F. W. Burns, B. A. A.

One-mile Novices. First Heat.—W. H. Caldwell, E. W., 3m. 20 4-5s.; J. W. Bate, N. W., by 3 yards.; Wm. Schumacher, L. I. W., o.; J. H. Mellor, N. W., o.; Second Heat.—H. L. Bradley, I. B. C., 3m. 14 2-5s.; W. L. Richardson, I. B. C., by 15 yards.; F. St. John, A. W. C., by many yards.; W. Heyny, Jr., New York City, o.

Final Heat.—Bradley, 3m. 19s.; Caldwell, by a length. Both these men had ridden in other races previous to the novices' final, consequently both were rather tired. They raced from start to finish, as if tied together, but the Ilderan man held his yard lead from start to finish. The first and second men in the trial heats should have been in the final, which would have made it more interesting.

One-mile Novices Kings County Wheelmen.—L. W. Beasley, 3m. 23s.; John Knox, second; R. W. Steves, o.; G. L. Courtenay, o.

Two-mile Handicap.—J. W. Powers, Jr., H. W., forty yards, 6m. 19s.; H. L. Powers, New York City, one hundred and twenty-five yards, by a few yards.; T. W. Roberts, Ariel Wheel Club, Poughkeepsie, one hundred yards, third; W. H. Caldwell, E. W., one hundred and fifty yards, o.; C. A. Stenken, H. C. W., sixty yards, o.; E. C. Parker, H. W., two hundred yards, o.; Powers had no trouble in winning, going away nicely on the last lap, and pulling younger Powers out of the crowd, after Roberts had tried in vain to scalp him. Parker made a prominent showing till a lap from home, when he was lost in the final rush. Stenken never seemed to get up, and consequently disappointed his many friends; doubtless, the small size of the track and the sharp corners told against him. Rich was at scratch, but did not compete.

Two miles Calumet Cycling Club Championship.—R. L. Jones, 7m. 07s.; F. W. Montgomery, second; W. G. Hoage, o.; Robert Mabie, o. An uninteresting race, Jones leading from start to finish.

Team Relay Race.—Kings County Wheelmen first; time, 5m. 58 1-5s.; Harlem Wheelmen, second; by ten yards. Each team was composed of three men, each of whom rode three laps, mak-

ing the entire distance one and four-fifths miles. First three laps.—L. W. Beasley, K. C. W.; A. T. Steiner, H. W., by one hundred and fifty yards; Steiner fell on first lap, and this let the K. C. W. man so far ahead, that the Harlems had no further chance. It would have been a nice courtesy on the part of the K. C. W. man to have slowed up until the Harlem man got level again. Second three laps.—J. Knox, K. C. W., E. L. Halstead, by one hundred yards. Halstead rode well and gained about fifty yards on Knox. Last three laps and finish.—A. B. Rich, K. C. W., first; J. W. Powers, H. W., by twelve yards. Rich got away one hundred yards before Powers, and rode leisurely to the finish, so that the expected brush between these two did not take place.

Half-mile Boys' Race.—H. L. Powers, 1m. 37 2-5s.; B. A. Kellum, second, by two lengths; Willie Rider, o.; Paul Cavanaugh, o. This was a mere excursion for "Little" Powers, who merely held the field safely from start to finish. Kellum showed good form, for the time is not half bad.

One-mile Ilderan Bicycle Club Championship.—H. L. Bradley, 3m. 11 4-5s.; H. Hornbostel, second, by a few lengths; Ed. Hornbostel, Jr., by a yard; W. L. Richardson, did not finish. This was a good race from start to finish, the battle between the brothers Hornbostel being very exciting. First E., then H., would lead, but fortune and a good spurt favored H., and he just beat E. at the tape.

One-mile Handicap.—H. L. Powers, H. W., seventy-five yards, 3m. 02 1-5s.; A. B. Rich, K. C. W., scratch, by a yard; T. W. Roberts, A. W. C., six yards, third; J. W. Powers, Jr., H. W., twenty-five yards, o.; E. C. Parker, H. W., one hundred and twenty yards, o.; J. Knox, K. C. W., sixty yards, o.; L. W. Beasley, K. C. W., ninety yards, o.; W. H. Welis, I. B. C., ninety yards, o. This was the event of the day. It was well known that there was some rivalry between Rich and J. W. Powers, and a hot race was expected. At the pistol shot, Rich darted away like a meteor, rushed round the first turn, and shot down the home-stretch, rushing past Powers at one hundred and fifty yards from the start. Meanwhile the long start men were making good use of their time and kept bustling along close together. At half a mile Parker and Roberts were making pace at the head of the procession, with H. L. Powers several lengths behind, and A. B. Rich pretty close up, with Jesse Powers some twenty yards behind. When the bell rang, Rich got up past H. L. Powers and went after the limit men, only a few lengths away. Turning into the homestretch he put it all on, and his victory was a foregone conclusion. About forty yards from the tape he just nipped them, but H. L. Powers furnished a complete surprise by rushing out from the ruck and actually beating Rich over the tape. Jesse Powers had done some remarkable work on the last lap, gaining some twenty yards on Rich in the last rush. Three lengths would have covered the first four men. Too much praise cannot be awarded H. L. Powers, not alone for his speed, but for his head-work and pluck, for there are few boys who would "tackle" and successfully "tackle" such a man as Rich on a home-spurt. Powers is but fifteen years of age; is a brother of J. W. Powers, who coaches him on the path, and to whose brotherly care much of "Little" Powers' success is to be credited. Another older brother, who declares he will race next year, also keeps an eye on both Powers. We understand that there is another Powers, and that the tour may race next year. They are sons of Mr. Ex-Park Commissioner Powers, who was so friendly to the wheelmen's interests, and whom we felicitate on his boys' success. "Little" Powers was undoubtedly the best man at the races, with the exception of Rich and J. W. Powers. As for the Brooklyn "Pet," he looked well and strong, but he must have been out of condition, and doubtless his grand rush took a good deal out of him. He has thickened out remarkably over the winter, and if he competes this year—and we sincerely hope he will—we look for better form than he has ever before shown. Jesse Powers showed off a remarkable spurt, but yet lacks the do-or-die style of an old racing man, and besides, waits too long on h's men.

One-mile Ride and Run.—E. I. Halstead, H. W., 4m. 43 1-5s.; F. W. Montgomery, second by several lengths; J. W. Bate, C. C. C., third. Halstead showed superiority both in the run and ride and had no difficulty in winning.

Five Miles, N. Y. State Division, L. A. W., Championship.—A. B. Rich, K. C. W.; 17m. 19s.; J. W. Powers, Jr., H. W., second, by a few lengths; T. W. Roberts, A. W. C., third;

E. C. Parker, H. W., o. A very uninteresting procession till the last lap, Rich laying third and Powers fourth. When the bell rang, Rich rushed ahead, with Powers after him; but the latter was too far behind, and though he gained all the way, was beaten a few lengths. It is contrary to the ethics of racing, to allow a man to have a lead of twenty yards, at the bell stroke especially, if he is a scratch man.

One-mile Consolation.—H. Hornbostel, 3m. 12 4-5s.; Ed. Hornbostel, Jr., by a yard. The Hornbostel family did itself proud in this race, running away from the rest of the field.

THE NEW JERSEY MEET.

The preparations for the State meet and the races on the Fourth are now about complete, and it is certain that only a pleasant day is needed to bring out to the Oranges the largest number of wheelmen ever gathered there. One of the local papers estimates the number at 3,500—a curious exaggeration; but the number will be very large.

The parade will be a rather short one, through a few of the principal streets, and will end at the grounds.

All wheelmen are invited to report at headquarters—the Orange Wanderers Club rooms at Brick Church—immediately on arrival.

Those who have not procured tickets to the races in advance can secure seats there from the committee.

The official advertisement can be found in another column.

A TRACK FOR NEW YORK.

I dropped into THE WHEEL office the other day and after taking up considerable of the editor's time in a manner hardly profitable to himself, was directed as a penalty to prepare some "copy" for that very able journal. While it certainly is a long while since I have taken up the pen in the interest of cycling, still, although living in a region of impassable roads, I keep alive my interests by a careful perusal of the various cycling journals.

While contemplating as to what subject to introduce and inflict upon THE WHEEL's readers, an item appeared in the shape of Will R. Pitman, who is always a source of information of a cycling nature and, as I have known "Pit" for a long time, I do not hesitate to use him to help fill up a half column.

The chief topic of course was racing, past and prospective, and the removal of the chieftain Ducker to Buffalo was first touched upon as affecting the possibility of a race meeting in Springfield. We concluded that the chance of a tournament this year in that place was slim indeed, and it was not without regret that we looked upon the big hurrah time as a thing of the past, for Springfield has always been the great success of the year, as to attendance and racing, and possibly few are in a position to appreciate the labor necessary in projecting an affair of that kind better than myself.

It appeared that Hartford would this year be the great card, as Lyme is too far removed to interest beyond its immediate vicinity. They always have good race meetings at Hartford. The management is excellent, the audience refined, and the racing up to record standard. Next to Hartford comes Roseville, although the plans for a tournament have hardly been formulated. The July Fourth meet will be a success no doubt, as a Division affair naturally claims support from the wheeling element, that will serve to attract numbers who who would not otherwise attend, and the prices are certainly low enough to command the attention of the economical Jerseyman.

But what about New York? Why not have a track right at hand inquired Pit, whence the boys could train at all hours without sailing across the sea, and through the tunnel to the better place beyond. Very good, but where is the financial support to come from, and where would you locate the track? At Jerome Park, inside the driving circle, a third of a mile course could be constructed at a slight expense. Your grand stands are in position. The place is popular and easy of access, and a meeting there would doubtless be a success, if properly worked up. A combination of the clubs could easily be effected and, if the necessary permission could be obtained, it would only be a question of time before New York would be the centre of attraction from a cycling stand point.

Pitman, said I, you are enthusiastic, but still I will give your ideas space in THE WHEEL, and perhaps some of its readers will deem the matter of sufficient interest to promote discussion. Let's hear from 'em.

VETERAN No. Two.

WHEEL GOSSIP.

Brookline, Mass., will have a meet on July 4.

Nelson, Rhodes and Crocker are training at Lynn.

Getchell, Whitten and Danforth are training at Lynn.

Lynn, Springfield, Newcastle and Roseville will have meets on July 4.

Henry E. Ducker, has cast his lot with the printing concern of Gies & Co., Buffalo, N. Y.

E. Hale and F. S. Buckingham, two English "promoteurs," have been reinstated in the amateur ranks.

A number of young men at Independence, Kansas, have formed a syndicate and published a wheel.

Stenken, Hall, Rich and other local flyers and would-be flyers started training at Roseville on Monday.

The *Mail and Express* recently published a column of Thomas Stevens' cycling experiences in the East.

The Springfield Printing Company presented Mr. Ducker with a handsome gold chain and seal, on his departure from Springfield.

The residents of Martha's Vineyard have appropriated \$500 for the entertainment of the Mass. L.A.W. Division, which will meet there in August.

London, June 25.—A five-mile bicycle race took place to-day at Alexandra Park. Lees won by five yards. Woodside was fourth, fifty yards behind the winner.—*Cable*.

The Ruralistic Bicycle Club, of St. Joe, Kansas, is a prosperous body of fifteen members. It has very comfortable rooms at the corner of Third and Felix streets. There are thirty riders in the city.

California talks of seceding from the League. Her proxies have been thrown out, the Uniform Committee have failed to establish a place for delivery in California, and the Racing Board has failed to award her an L. A. W. championship.

Fast time in Germany—Some remarkably good times were made at a grand tournament, held at Frankfort-on-Main, Sunday, June 7. Medinger opened the sport by breaking the Kilometre record, doing 1m. 35 4-5s., the record being 1m. 38 1-5s. Later in the day H. O. Duncan rode a mile in 2m. 38 2-5s., the best previous German record being 2m. 43s.

Events of Springfield meet, to be run July 4: One-mile novice; one-mile race for boys under fifteen years of age on roadsters; first heat of club race (one mile); one mile, 3.20 class; directors' race, half-mile (go-as-you-please); second heat, club race (one mile); one mile, open; final heat of club race (one mile); one-mile handicap; consolation race.

Howell vs. Woodside—The two champions had a ten-mile race at Coventry, on June 12. Woodside cut out a grand pace, but was beaten by Howell just at the tape. The times at four and five miles were close upon record; one mile, 2m. 48s.; two miles, 5m. 43s.; three miles, 8m. 44s.; four miles, 11m. 39 2-5s.; five miles, 14m. 30s.; ten miles, 29m. 42 1-5s. After the race Temple pedaled a flying start quarter-mile in 32 1-5s., which is the fastest flying quarter ever recorded.

The events of the Lynn Race Meet, to be held July 4, are as follows: One-mile novices, prizes, a gold and silver medal; three-mile amateur, 9m. 10s. limit, for a silver watch and gold ring; three-mile professional handicap, \$35, \$25; mile boys, seventeen years and under, for a gold medal and a silver medal; two-mile tandem tricycle, two gold-headed canes and two gold watch charms; two-mile bicycle handicap, professionals, \$25, \$15; two-mile handicap, parlor clock, pair French opera glasses, gold watch chain; mile bicycle run and ride, pair French opera glasses, silver cake basket.

The fifth annual meet of the New Hampshire Division of the League of American Wheelmen, which is to be held at Manchester on July 4, premises to prove an exceedingly pleasant affair. The programme of the meet, in brief, is as follows: Eight A. M., run to Fletcher's Island; ten A. M., formation for parade at Manchester House; 10:15 A. M., take cars to Lake Massabesic; 12:15 return; two P. M., dinner at the Manchester House 2:45 P. M., business meeting; 3:15 P. M., run, at which time photograph will be taken. The Marshal of the day will be Chief Consul Bennett and his aids, C. A. Hazlitt and A. N. Dow.

The Warren, Mass., Wheel Club, under command of Captain Savell, will make a three days' run to Gloucester, Rockport and vicinity, taking in the famous run around the Cape. The start will be made from the new club room at 13 Walnut avenue, Saturday, July 2, at 12:30 P. M., going by way of Chelsea ferry, Lynn and Salem. Supper will be had at the Pavilion at Gloucester, which will be the headquarters of the club on the trip. The run around the Cape will be made on Sunday morning, and the return to Boston on Monday, July 4. About fourteen members of the club will go, and several unattached riders. Any rider in Roxbury or vicinity who would like to participate is cordially invited to send his name to the Captain so that accommodations may be secured in advance. This is a run much liked by wheelmen, and, with good weather, a glorious time is assured.

W. A. Illston, in an interview with a correspondent of the *Glasgow Evening News*, said: "Rowe is undoubtedly the best cyclist I have ever seen. I ran against him two years ago in America and he beat me, although he was only coming out then. He is a different man altogether now. He has done the mile in 2m. 27s.—a very wonderful performance indeed. I believe," continued the champion, "that the tracks in America are much faster than in England; they are half mile tracks. My best time there was 2m. 39s." Referring to the recent English-American matches Illston was decidedly of opinion that the recent matches between Howell and Woodside were genuine in every respect. "You see," he explained, "they were International affairs, and it was very unlikely that that being the case they would be 'faked.'" Asked his opinion of Howell, Illston smiled and confidently remarked: "I don't think there's anybody just now who can beat him. Yes," he went on, "Temple is a good man, and he is the fastest pedaller ever I saw; he rides a 5 3/8-in."

HOWELL vs. TIME.

Last Friday, June 10, at Coventry, R. Howell made a successful attempt to lower the English professional mile record. The champion made his appearance on the track at about 7.30 P. M. At the time of the start there was little wind, although he waited some minutes for what there was to drop, which it did not do. The track had been swept carefully during the day, but was still somewhat wavy and rough. The affair having been noted during the day at Coventry, some five or six hundred spectators put in an appearance. The pacemakers were Battensby and Birt, and the former started with a ten-yard lead, riding the first lap and a-half, Howell then going on for half a lap by himself and overhauling Birt, who rode the next lap and quarter, Battensby again finishing up the last half lap. Howell started somewhat slowly, the first quarter occupying 40s., and he was outside record at the half-mile, but at the three-quarter mile he successfully beat the scythe-bearer, and riding the last lap in a hard chase after his pacemaker, finishing the mile in 2m. 35 1-5s., which is some 3s. better than the previous English professional mile record held by Lees. The times made were as follows:

1/4 mile	..	0m. 40s.
1/2 "	..	1m. 18 1-5s.
3/4 "	..	*1m. 56 1-5s.
1 "	..	*2m. 35 1-5s.

* English professional record.

The times were taken by Mr. H. Sturmeay (*Cyclist*), checked by seven other watches. The opinion of those present was that had Howell been favored with faster pacemakers, he would have got a second or two under the time accomplished, and we believe he has never been riding in better form than he is at present.—*The Cyclist*.

ESCORT TO THE NEW JERSEY MEET.

At a special meeting of the New Jersey Wheelmen, held June 20, it was decided that the New Jersey clubs be notified, through the medium of the cycling press, that committees will be in waiting at the various depots (or other points) to escort them to whatever place may be designated as their headquarters during their attendance at the State meet. Members of the club will be at the service of visiting wheelmen on Sunday to escort them through the Oranges and introduce them to the points of interest in and around Newark. Club Secretaries are requested to notify the Secretary of the New Jersey Wheelmen as to the route traveled and the time they expect to arrive in Newark.

C. DENNISON, 880 Broad St.

"TOMMY" TO "BILLY."

The Harlem Wheelmen will take a run to Philadelphia on July 2, 3, and 4, to which several wheelmen have been invited. In response to an invitation, Mr. W. H. DeGraaf, of the Harlem Wheelmen, received the following remarkable document from "Tommy" Smith, of the Citizens:

Dear William, if I'm not too late,
 Thou wheelman strong and tough,
 Who always takes thy whiskey straight,
 And never gets enough;
 I'll go with thee to Quakerstown
 The Fourth of next July;
 We'll do the thing up neat and brown
 And show that we are fly.
 Please let me know which boat to take,
 And I will be on hand
 With wheel, and all equipped to make
 One of the festive band.
 No scorching, mind thee, sure but slow,
 'Tis thus we'll forge ahead,
 And thou canst bet that as we go
 We'll paint the country red,
 To W. H. D. Yours faithfully, T. C. S.

COOPERSTOWN, N. Y., NOTES.

The wheelmen of this village and vicinity met at the Cycle Agency last week and organized a club. The name adopted was taken from one of J. Fenimore Cooper's books—"The Pathfinder." The Pathfinder Club elected Mr. E. Sliter, Captain; Mr. W. S. Russell, Secretary; and Mr. E. Ayres, Treasurer. Temporary headquarters at the Agency. Club runs will be indulged in frequently, and in September the club expects to have a series of races on their new track. Visiting wheelmen will be cordially welcomed. PATHFINDER.

A BATCH OF RECORDS.

At the Crystal Palace tract, London, on June 8, T. R. Marriot made an attempt to ride 300 miles in twenty-four hours, but stopped after riding 150 miles, breaking records from 100 to 150, as follows:

Miles.	H.	M.	S.	Miles.	H.	M.	S.
101...	7	56	18 2-5	126...	9	59	11 2-5
102...	8	0	52 3 4	127...	10	4	3 4-5
103...	8	5	27 3-5	128...	10	8	4 3
104...	8	10	1 3-5	129...	10	13	43 2-5
105...	8	14	32 4-5	130...	10	18	25 2-5
106...	8	18	56 2-5	131...	10	23	14 2-5
107...	8	23	18	132...	10	28	3 1-5
108...	8	27	37 3-5	133...	10	33	24 2-5
109...	8	32	1 3-5	134...	10	37	56 1-5
110...	8	36	21 2-5	135...	10	42	31
111...	8	40	44 3-5	136...	10	47	8 2-5
112...	8	45	8	137...	10	51	47 1-5
113...	8	49	25 2-5	138...	10	56	24 2-5
114...	8	53	47 2-5	139...	11	1	9 1-5
115...	8	58	14 3-5	140...	11	6	0 2-5
116...	9	2	40 2-5	141...	11	10	58
117...	9	7	7 3-5	142...	11	16	4 3-5
118...	9	11	31 2-5	143...	11	21	12 2-5
119...	9	16	0	144...	11	26	21 4-5
120...	9	21	31 3-5	145...	11	31	33 1-5
121...	9	35	28 1-5	146...	11	36	31 3-5
122...	9	40	9 1-5	147...	11	42	5 1-5
123...	9	44	50 2-5	148...	11	47	22 2-5
124...	9	49	41 3-5	149...	11	52	43 1-5
125...	9	54	22	150...	11	58	4 2-5

TESTIMONIAL TO MR. DUCKER.

Henry E. Ducker has left Springfield for good. Friday evening he was tendered a farewell reception by the Springfield Bicycle Club, of which he has been so long the President. Among the many testimonials showered upon him was the following from the Club, through its Secretary:

DEAR SIR: At a regular meeting of the Springfield Bicycle Club, held June 7, on motion of A. O. McGarrett, you were unanimously made a life member of the club. It is with feelings of sincerest pleasure that I inform you of this action by the club, of which you have been so long a faithful and worthy member. The club, in thus honoring you, honors itself. It thus evinces its acknowledgment and appreciation of the long and disinterested service which you have rendered, without which I have no hesitation in saying it would not to-day occupy its present proud and honorable position. The Springfield Bicycle Club has a world-wide reputation; its fame has gone throughout the length and breadth of the land, and is recognized throughout the world as the bicycle club par excellence. It owes its proud and honorable position, I repeat, to one man, and that man

is Henry E. Ducker. Rest assured that, wherever your future lot may be cast, the good wishes of the Springfield Bicycle Club, collectively and individually, will attend you. As the Springfield Bicycle Club is to-day the synonyme of success, so may the name of its founder, godfather, and ever watchful protector, be a synonyme of unbounded prosperity. Believe me, I have thus testified, but faintly the esteem and respect in which you are held by the Springfield Bicycle Club, and again permit me to express the pleasure which I experience in thus making known to you the acknowledgment of its indebtedness to you.

ODDS AND ENDS.

Ives has retired from path racing.

On Tuesday, June 14, Woodside secured the two-mile record, riding in 5m. 32 4-5s., retiring Jack Keen's 5m. 36 4-5 s.

Rowe has challenged McCurdy to a three-mile handicap, McCurdy to receive three hundred yards, the winner to take the gate receipts.

Another Road Record.—On Tuesday, June 14, C. W. Brown, of London, rode one hundred miles on a tricycle in 7h. 54m. 10s., which is now record for that distance.

We are backing "Little" Powers to "out-chew" any girl who ever left the walls of Vassar College. It is the nearest thing to perpetual motion we have ever seen or are likely to see.

A number of New York wheelmen were at the K. C. W. races. "Tommy Smith," the poet wheelman, and H. Percy Ashley, the latter gorgeously attired, were quite conspicuous.

The New York Bicycle Company's store is generally pretty well filled with buyers of new and second-hand wheels. A careful examination of their lists will repay buyers, for this firm claims to offer good wheels, but slightly used, at very low figures.

One Mile Record.—On June 20, at Coventry, R. Howell captured record for the half and mile. The times at fractional distances were as follows: one-quarter mile, 40s.; one-half mile, 1m. 18 1-5s.; three-quarter mile, 1m. 56 1-5s.; one mile, 2m. 35 1-5s.

The Kings County Wheelmen's "Last Lap" was the most successful event of the day. The "Last Lap" consisted of a slight refecton served at the club rooms to the press, officers, and competitors, followed by the presentation of prizes. It is a pleasant feature, and sends everybody home in good humor.

A two-mile bicycle handicap was held in connection with the American Athletic Club games, at the Manhattan Grounds last Saturday afternoon. Summary—F. H. Burnett, U. C. W., one hundred yards start, 7m. 19 3-5s.; F. L. Norman, two hundred and seventy-five yards, second.

Messrs. Peck & Snyder report large sales of the New Mail at their sporting goods headquarters on Nassau street. The house is an old one, and besides its wheel department, carries a full line of sportsmen's outfittings, covering all branches of athletics, as well as boating, yachting, fishing, hunting, etc. Call on them and examine the New Mail.

The Capital Bicycle Club has elected the following officers for the term ending December 31, 1887. President, Rudolph Kauffman; Vice-President, John J. Chickering; Treasurer, Joseph E. Leaming; Recording Secretary, Charles A. Burnett; Cor. Secretary, Walter S. Dodge; Captain, Frank M. Boteler; Sub. Captain, Samuel F. Lewis; Junior Sub. Captain, Lorenzo J. Hatch.

Five-mile Handicap.—The Spring five-mile handicap of the Orange Wanderers was run on Tuesday afternoon, on the Roseville track, with L. H. Johnson, Humber racer, at scratch; C. S. French, Victor Light Roadster, 2m. 45s.; A. E. Cowdrey, Rudge Light Roadster, 3m. 15s. The order at finish was: French, 18m. 38 3-5s.; Cowdrey, 19m. 09 3-5s.; Johnson, 16m. 33 2-5s.

Mr. J. S. Rogers, of St. Louis, or "Jack," as the boys call him, was in town last week. He is not quite the same Jack that was on to the Boston meet. His Western animation is gone, and a sort of dreamy look of sarcasm has crept into his features; a kind of "How infinitely bored I am, to be sure!" Is this the result of Boston culture, or has Jack been studying that admirable fast master of the art of blaséism, Mr. London W.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
42	52	Standard Columbia.	\$92.50	\$50.00	6		
43	35	Invincible Safety.	135.00	75.00	4		
44	36	Kangaroo Safety.	130.00	60.00	4		
45	50	Standard Columbia.	90.00	50.00	5		
46	55	Rudge Lt Roadster.	156.50	80.00	4		
47	54	Expert Columbia.	127.50	85.00	4		
48	54	Rudge Lt. Roadster.	149.01	95.00	4		
51	52	American Rudge.	112.50	80.00	4		
57	56	American Club.	150.00	75.00	2		
59	52	Standard Columbia.	92.50	45.00	4		
71	54	Columbia Expert.	127.00	75.00	Hif.Nk.		
80	44	"Facile."	130.00	70.00	4		
81	52	Premier.	105.00	65.00	5		
87	55	Spalding Racer.	140.00	60.00	4		
90	52	Royal Mail.	137.50	85.00	3		
91	50	English.	100.00	40.00	5		
92	54	"	100.00	40.00	5		
95	55	Spalding Semi Racer.	140.00	60.00	4		
96	55	" Racer.	140.00	55.00	4		
98		Sparkb'k Hum. Tdm.	265.00	200.00	4		
99		Col. 2-track Tricycle.	160.00	110.00	4		
106	50	Special Columbia.	120.00	50.00	5		
112	50	Special Columbia.	120.00	60.00	4		
116	48	Standard Columbia.	87.50	50.00	3		
117	51	Special Star.	160.00	105.00	4		
118	48	"	115.00	85.00	3		
120	54	Imperial Challenge.	150.00	80.00	1		
123	52	Sanspariel.	127.50	85.00	4		
124	52	Col. 2-track Roadster.	137.50	90.00	4		New
125	42	Special Star.	120.00	85.00	4		
130	51	Special Star.	125.00	95.00	3		1
131	51	"	120.00	90.00	4		4
132	54	Columbia Expert.	145.00	90.00	1		2
134	52	Standard Columbia.	92.50	50.00	4		4
135	56	Sanspariel.	130.00	75.00	4		2
136	51	Special Star.	130.00	100.00	1		1
137	42	Standard Columbia.	95.00	45.00	1		4
139		Quadrant Tandem.	275.00	225.00	4		1
140	54	Expert Columbia.	140.00	90.00	1		2
141	54	"	145.00	95.00	1		2
142		Col. 2-track Tricycle.	160.00	110.00	4		2
143	56	Humber Lt Roadster.	140.00	55.00	5		2
146	56	Columbia Expert.	140.00	85.00	4		1
148	50	Standard Columbia.	100.00	57.50	4		3
149	51	"Special Star."	135.00	95.00	3		ball
150		Humber Tandem.	260.00	180.00	6		2
153	52	American Rudge.	112.50	80.00	4		2
154		Col. 2-track Tricycle.	165.00	110.00	4		2
156	56	Victor ('86 pat.).	132.50	110.00	4		1
157	48	Standard Columbia.	85.00	55.00	5		3
158	48	"American Star."	90.00	55.00	5		4
159	54	Standard Columbia.	110.00	65.00	1		3
160	53	Royal Mail.	140.00	85.00	3		4
161	54	Rudge Lt Roadster.	145.00	110.00	4		1
162	45	Special Star.	70.00	40.00	4		2
163	51	"	75.00	40.00	4		2
164	56	Columbia Expert.	150.00	110.00	1		1
166	50	Ideal.	80.00	45.00	5		4
167	50	Premier.	110.00	85.00	4		2
168	56	New Rapid.	152.50	110.00	3		1
169		Royal Mail Tandem.	260.00	150.00	4		1
170	56	Victor.	132.50	110.00	4		1
171	53	Col. Lt Roadster.	137.50	105.00	4		1
172	50	Standard Columbia.	90.00	55.00	3		4
173	54	Spalding.	145.00	85.00	2		1
174	50	Sparkbrook.	135.00	85.00	3		2
175	53	R & P.	140.00	90.00	3		1
176	54	University.	135.00	85.00	4		2
177	50	Columbia Expert.	135.00	105.00	1		1
178	52	Sparkbrook.	137.50	120.00	4		1
179		"Cripper Tri.	180.00	125.00	4		2
180		"Hbr. Tandem.	260.00	225.00	4		2
182		"Cripper Tri.	180.00	140.00	4		2
183	58	Columbia Expert.	165.00	100.00	1		1
184	50	British Challenge.	120.00	65.00	3		2
185	52	Humber.	130.00	70.00	4		1
186	50	Standard Columbia.	90.00	50.00	3		3
187	53	Col. Lt. Roadster.	137.50	110.00	4		1
188	52	Victor.	135.85	85.00	4		1
189		Col. Tri. (3-track)	180.00	75.00	4		1

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,
 38 Park Place, New York.

HARLEM BRANCH:
 124th Street and Seventh Avenue.
 Renting, Repairing & Nickeling. Storing Wheels.

LOOK OUT FOR HIM.

A week ago E. L. and A. W. Whitney, registered as from New York, at the Leland Hotel of Chicago. The former desiring to take a run over the Boulevard, rented a wheel at the rooms of the Pope Manufacturing Company for that purpose. During the afternoon he again called, and got a machine to ride over, as he said, and see the baseball game. Since then neither Whitney nor the wheel has been seen or heard from. If the names of these young men are genuine, and there is no reason to suppose that they are not, this paragraph may meet the eye of some wheelman who is acquainted with them, and he can give some information which may be useful in hunting up their whereabouts, and getting possession of the machine, which is a fifty-two-inch Expert, enamel finish, No. 10,502. Information sent to R. D. Garden, Manager, 297 Wabash Avenue, Chicago, will be thankfully received.

Woodside Breaks Records.—At Alexandra Park, London, June 13, Wm. Woodside, assisted by pace-makers, rode a five-mile record trial with the following result:

Min.	Sec.	Previous Record.
1 mile,	2 45	Min. Sec.
2 miles,	5 37	8 39, Lees.
3 miles,	*8 33	29 25, Lees.
4 miles,	*11 29	21, Wood.
5 miles,	*14 20	

New Quarter-Mile Record.—On Monday last, June 27, at Alexandra Park, London, Ralph Temple rode a quarter-mile, standing start in 37m. 1-5s., which is now the professional record at that distance.

SARANAC LAKE, FRANKLIN CO.

July 28, 1886.

I can heartily recommend Tom Smily to any one wishing to learn bicycle riding. By shewing me the "reason why" in every case he taught me in two lessons to ride, and in five lessons to mount, dismount, and ride with confidence. His points on managing a wheel have saved me several headers.

EDWARD W. SCRIPTURE.

Address, 308 W. 29th street.

THE MAIL AND EXPRESS,

NEW YORK, Oct. 8, 1886.

DEAR SIR:—It affords me great pleasure to testify to the value of your instructions in the art of cycling. Your lessons are clear, and the confidence from the very start you give a pupil is a wonderful aid to him. I am more than pleased with the advantage, which in a very short time I have derived from them.

Yours respectfully,

WALTER J. LEE.

MR. T. A. SMILY,
care of G. R. BIDWELL, N. Y.MADISON SQUARE THEATRE,
NEW YORK, August 5, 1886.

MR. T. A. SMILY.

DEAR SIR:—I take pleasure in testifying that the bicycle lessons I took from you were entirely satisfactory and very valuable to me.

WILLIAM GILLETTE.

10 Wall Street, November 17, 1886.

MR. T. A. SMILY, with George. R. Bidwell,
313 West 58th Street.

DEAR SIR:—It has been my intention to write to you for some time past to inform you as to how I am getting along. In all I suppose I have ridden nearly one thousand miles since I have had my machine, and by following your advice have never yet taken the old time "header."

Sincerely yours, E. F. FAYE.

THE NEW YORK COMMERCIAL ADVERTISER,
JULY 2, 1886.T. A. SMILY,
313 West 58th St., New York City,

MY DEAR SIR:—Permit me to thank you for the efficient form in which you instructed me to ride a bicycle.

Yours truly,

O. F. FROST.

CHARLES SCRIBNER'S SONS' PUBLICATION OFFICE,
OCT. 9, 1886.

MR. T. A. SMILY.

DEAR SIR:—Your instruction on the bicycle was entirely satisfactory to me, and whenever I hear of anyone who desires such instruction I will gladly recommend you. Of course you may use this in any way you please.

Yours truly,
W. M. BANGS.

NEW YORK AGENTS FOR THE
HUMBER LIGHT ROADSTER,
HUMBER CRIPPER,
HUMBER TANDEM,
HUMBER TANDEM CRIPPER,
SPARKBROOK BICYCLE,
SPARKBROOK TRICYCLE,
SPARKBROOK HUMBER TANDEM,
ROVER SAFETY, Nos. 1 and 2.
NEW EXCELSIOR CYCLOMETER.

OUR RULES.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

Each machine is advertised in full in our descriptive list in THE WHEEL free of cost.

In shipping to us freight must be prepaid. We are not responsible for breakage in transit.

OUR LIST, June 29, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
No. 3.—50-in. Harv. Latest pattern. Ball wheels, plain pedals. Nickel, except rims. Good cond. Price \$80.
No. 4.—52-in. Club. Nickel, except rims. Excelsior cycl. Fair cond. Price \$56.
No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.
No. 7.—Cunard con. tandem, with all the extras. Not ridden two weeks. Price \$200.
No. 8.—Cunard non-con. tandem new. Cost \$270. Price \$240.
No. 9.—52-in. Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$90.
No. 10.—52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$65.
No. 11.—Quadrant Con. Tandem, No. 11. Balls all over. Not ridden 300 miles, bell, lamp. Price \$220.
No. 14.—52-in. Club. Full nickel, ball wheels Good cond. Price \$80.
No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spokes cycl., lamp. Price \$50.
No. 18.—54-in. Rudge L. R., '86, Enam. Balls all over. Good cond. Price \$95.
No. 19.—46-in. Stand. Col. Price \$20.
No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
No. 25.—36-in. Kangaroo. Prime con. Price \$50.
No. 26.—52-in. Singer. Price \$20.
No. 27.—56-in. Col. Exp. Full nickel. Nickel worn. Good cond. otherwise. Price \$75.
No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$190.
No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$45.
No. 30.—51-in. Star. Full nickel except rims. Good cond. Price \$56.

This Week's Bargains.

- No. 32.—50-in. Am. Club, '86, Enam. with nickel spokes. Cow-horn handles. Balls all over. Little ridden. Price \$90.
No. 33.—56-in. Col. Expt. Full nickel. Excel. Cycl. Lamp. Balls all over. Good cond. Price \$95.
No. 34.—Fowler tricycle. Hardly ridden. Worth looking at. Price \$55.
No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Plain pedals. Price \$75.

No. 36.—48-in. Star. Enam. Good cond. Price \$56.

No. 13.—50-in. Stand. Col. Nickel and enam. Balls to front wheel. Good cond. Price \$60.

No. 37.—Two-track Col. Tricycle. Latest pattern. Not ridden 50 miles. Price \$100.

No. 38.—54-in. Col. Expt. Full nickel. Spade handles. Prime cond. Price \$95.

No. 39.—54 in. Col. Expt. Nickel, with enamel wheels. Balls all over. Good as new. Price \$95.

For convenience of patrons, we are open from 8:40 A. M. to 6:15 P. M., half holidays included.

WETMORE & CHESTER,
49 Cortlandt Street, New York.

TENNIS FIXTURES.

July 1-4—Young America Cricket Club's Invitation Tournament, Stenton, Philadelphia.

July 1-4—Young America Cricket Club's Invitation Tournament, Stenton Philadelphia.

July 4.—Twilight Tennis Club's Tournament. H. O. Nelson, Astoria, L. I.

July 4-7—Championship Tournament Western States, Chicago Lawn Tennis Grounds, Chicago, Ill.

July 4-7—Championship Tournament Western States, Scarlet Ribbon Lawn Tennis Grounds, Chicago, Ill.

July 11-15—Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.

July 19—Buffalo Club's Tournament. Thomas C. Welch, 16 Coit Block.

August 2-4—Open Tournament at Boston.

August 2-4—Open Tournament at Boston.

August 9-12—Open Tournament at Bar Harbor.

August 9-12—Open Tournament at Bar Harbor.

August 16-20—Invitation at Nahant.

August 22-25—United States National Association Championship.

Sept. 6-9—Orange, N. J., Lawn Tennis Tournament.

NEWBURG, N. Y., June 4, 1887.—The Powelton Lawn Tennis Club closed its spring tournament this afternoon. The attendance was very large. The ladies' finals resulted in Miss Annie Lee defeating Miss Sadie Steel; score: 6-4, 1-6, 6-2. The prize won by Miss Lee was a beautiful diamond ring.

The successful player in the gentlemen's finals was Mr. Will C. Belknap, who defeated Mr. James Heard; score: 6-3, 7-5, 6-3. Mr. Belknap's prize is an elegant scarf pin.

At the Cambridge University sports, held June 18, George Gatehouse won the four miles bicycle race in 11m. 20 1-5s, beating the English amateur record.

OUR SPECIALTIES.

The "MARLBOROUGH" Racket, largest playing surface, octagon handle, best gut, excellent finish, \$5.00 each.

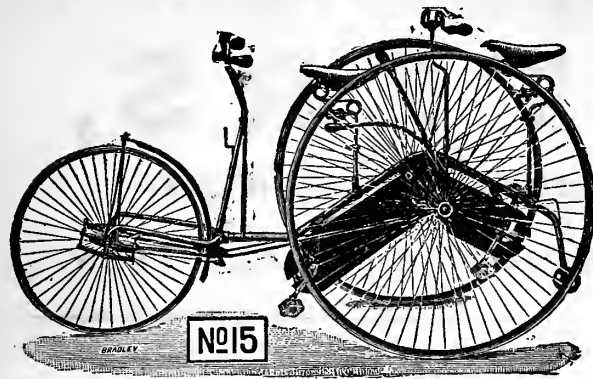


The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

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Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

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HARLEM BRANCH—NOW OPEN } 38 Park Place, New York.

RENTING, REPAIRING, STORING.

FOR SALE, EXCHANGE, WANTS.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

WANTED.—40 or 42 in. Pony, or 45 in. Star, 1886 model. Have to offer in exchange, billiard table, 5x8 camera, 15x15x4.6 wall tent, lot of mounted game birds, new side saddle. Address F. M. Carryl, Passaic Bridge, New Jersey.

FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.

FOR SALE.—51 in. American Star, part special, good spring saddle, nicked and painted. A bargain at \$50. Write for description. Geo. H. Smith, Watson-town, Pa.

WANTED.—A 54 in. Crank Bicycle, in good condition. Name lowest cash price. Address L. A. H., P. O. Box 2772, New York.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

TO EXCHANGE.—A K of R. lantern, in good condition, for a good bicycle saddle, Kirkpatrick, or something similar, for Standard Columbia. E. B. Rittenhouse, State Road, Delaware.

NOTICE.—Is given that I am the individual and sole owner of Patents No. 250,737, Dec. 13, 1881, also 356,112, for "Lantern Hangers for Bicycles;" that any person making or causing to be made (without a personal license from me) or selling or causing to be sold any Lantern Hanger, embracing features shown, or described, in either of said patents, and not having legibly stamped the dates of the said patents upon each and every Hanger, will be duly prosecuted for infringement of the same. Warren L. Fish, Newark, N. J., June 10, 1887.

FOR SALE.—Camera, Lucidograph 5x8: Voiglander lens; extra plate holders; printing frames; ruby lamp; trays and chemicals. Cost \$90.00 two months ago. Price, complete, \$60.00. Amateur, P. O. Box 444, New York.

CUT PRICES

ON

Second-Hand Cycles.

ALL SIZES, ALL PRICES.

Send for List and save money.

S. T. CLARK & CO., Baltimore, Md.

RACE MEET, - - - JULY 4.

ON THE

ROSEVILLE TRACK

AT 3.00 P. M.

BY THE

NEW JERSEY DIVISION, L. A. W.

Trains leave Barclay and Christopher Street Ferries at 1:30 and 2:10.

POPULAR PRICES.

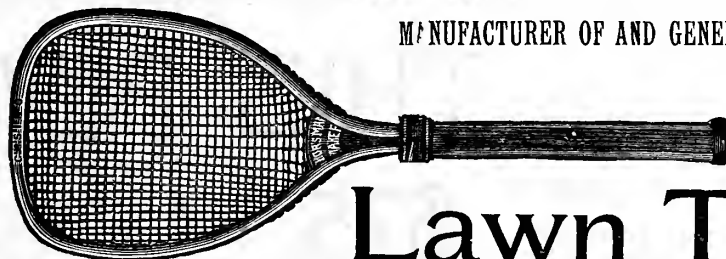
EVENTS:

- 1 mile bicycle, novice, for wheels not less than 35 pounds.
3 " " lap race, open.
2 " " State championship.
1 " " State championship.
5 " " tricycle, L. A. W. championship.
1 " " Union Co. Wheelmen championship.
1 " " State championship.
2 " " handicap, open.
1 " " club team race (three men to team.)
1 " " Plainfield B. Club championship.
1 " " consolation.

Admission to Grounds, - - - - - 35 cents.
Seats on Open Stand, - - - - - 10 cents extra.
Reserved Seats on Grand Stand, - - - - - 25 " "

Tickets at the principal New York agencies, H. A. Smith & Co.'s, Newark, and L. H. Johnson's, Orange.

MANUFACTURER OF AND GENERAL HEADQUARTERS FOR



Lawn Tennis

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



FOR SALE.—Bicycles—54-in. Rudge Light Roadster, '86 pattern; 54-in. Expert Columbia, full nickel, balls all round, new condition. Bargains. 34 Maiden Lane.

FOR SALE.—Great Bargain—A new 1887, 42-in. Special Pony Star, balls to front wheel, large nickel lantern, Z and S. bdl. carrier, foot rest and Star step; has not been run 25 miles; \$100 will buy it; that is \$25.50 less than manufacturing price. Address Box 73, Antrim, N. Y.

FOR SALE.—54-in. Columbia; direct spokes, ball bearings, ball pedals, Kirkpatrick saddle, cow-horn bar; also, cradle spring, flat spring and common saddle; price \$60. F. W. Gould, Rutland, Vt.

FOR SALE.—Genuine Humber Crimper Tricycle, little used, in excellent condition, cost new \$190, will sell for \$130. Address J. W. L., Box C, Newark, N. J.

—STAR—
Bicycles. STAR Tricycles.

—STAR—
H. J. HALL, Jr.,

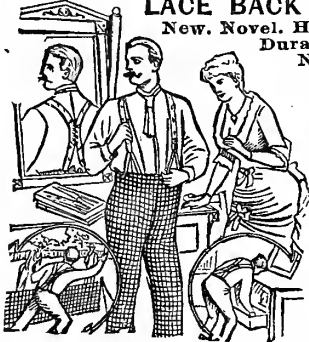
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Large Assortment of New and Second Hand Wheels of all Makes.

REPAIRING QUICKLY DONE.

CARPENTER'S AUTOMATIC LACE BACK BRACE.



New. Novel. Handsome. Durable. No Harness.

Comfortable because avoiding all strain on shoulders or trousers.

Round square, or sloping Shoulders equally well fitted and no slipping off shoulders. Pat'd in England, France, Canada and U. S.

Samples mailed on receipt of price, 75c., \$1.00 and \$1.50. Ask your dealer for them, or send to C. C. CARPENTER, 557 & 559 Broadway, N. Y.

E. W. WILCOX. W. L. SURPRISE.
CHIKASAW BICYCLE AGENCY,
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Second hand Wheels bought, sold and exchanged

A RARE CHANCE.

Outing,	\$3.00
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Mailed, post-paid, for one year for **\$4.75**

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SPECIALTIES:

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ROOMS FOR MEETINGS TO RENT.

ICE CREAM BRANCH:

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BICYCLE HEAD LUBRICATOR.

Needed by every Wheelman. Prevents Wear and Rattle. Sent post-paid, with full directions, to any address, for 25 cents.

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MIDDLETOWN, CONN.

"WHEELMAN'S SONG."

WORDS AND MUSIC BY CHAS. B. HOLCOMB, TARIFFVILLE, CONN.

A spirited, rousing air. Just the thing for wheelmen to sing at their club rooms or at their homes. Full four-part song with piano accompaniment. 10 cts. per copy. Sent post-paid on receipt of price.

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WOULD YOU LIKE TO SMOKE A REALLY GOOD

Five Cent Cigar?

THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.

W. H. ROBERTSON,



296 BROADWAY,

NEW YORK.

The Celebrated Quaker City Racquet, price \$5.50. Sporting Goods of all kinds at Lowest Prices.

THIS BEATS ALL!

\$75.

Will buy a brand new hollow fork, weldless steel tube Bicycle, with ball bearings to both wheels, and modern improvements, enamel and nickel finish; or full nickel for \$82.50. These machines formerly sold for from \$125 to \$160, according to size and finish.

ALL SIZES.

\$75.

Will buy a brand new Light Roadster, with hollow felloes, tangent spokes, balls to both wheels, weight of 50-inch, 36 pounds. Formerly selling from \$135 to \$160. Also, some high grade Safeties and Tricycles.

TERMS:--CASH, OR EASY PAYMENTS.

If you want a good machine for little money, do not lose this chance. Send for List, giving description and testimonials from former purchasers.

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2 and 4 Hanover Street, Baltimore.

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 ADVERTISE IN OUR
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Twenty-five Words, - - - Fifteen Cents.
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First door from S. W. cor. 48th St., NEW YORK.
 All kinds of Foreign and Domestic Patent Dressings.
 A full assortment of Custom made Boots and Shoes
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LAWN TENNIS SHOES A SPECIALTY.

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PERFUMES AND TAKE NO OTHER.
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 MANUFACTURER OF
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 SPECIALTIES:
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Pat. March 2, 1886.



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Genuine Royal Mail Bicycles and Tricycles.



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WITH
 A NEW AND MUCH IMPROVED PATTERN
 OF TRIGWELL'S BALL HEAD.
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NO MORE GRIP-TIRES.

BOWN'S GENUINE BALL BEARINGS
 THROUGHOUT.
 DETACHABLE CRANKS AND HANDLE BAR.
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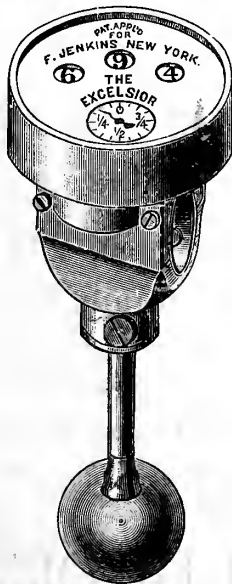


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PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY
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 OF 10s. 20s. 50s. AND 100s.

14 First Prize Medals.

WM. S. KIMBALL & CO.



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The New Excelsior Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.
 IT READS FROM THE SADDLE.
 IT IS ACCURATE.

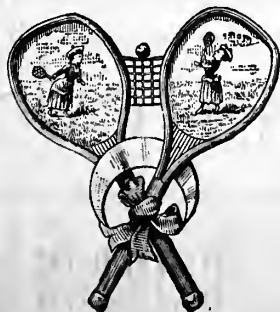
The finest workmanship ever put in a cyclometer. Every part is machine
 made and guaranteed accurate. Send for circulars.

FREDERICK JENKINS,

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A limited number of the No. 2 Cyclometers, which register 100
 miles, will be sold at \$5.00 each, to close them out.

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SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
BICYCLE, TENNIS, ROATING, SHOOTING, ATHLETIC CLUBS, &c.,
 BEYOND COMPETITION.

CORRESPONDENCE INVITED.

◊ IMPORTANT NOTICE ◊

 To some it will be *patent*, to others a surprise, to learn that D. ROGERS & CO., propose relinquishing the sole agency for the CUNARD CYCLES, as soon as the orders in hand are delivered, in consequence of numerous complaints.

Whilst the design and general features of these wheels have made themselves so manifest to the public,

THE WORKMANSHIP

has unfortunately called for much comment from patrons, tending to proclaim that for scrupulous riders,

THE CUNARD CYCLES ARE USELESS!

Which statement is endorsed by prominent wheelmen. D. R. & CO. are very sorry to advertise their resignation of this agency, but the overwhelming complaints make them desirous of handling wheels calculated to give greater satisfaction.

Such influential men as T. J. KIRKPATRICK (who has discovered the errors since he gave the testimonial), W. H. DEGRAAF (Pres't Harlem Wheelmen, N. Y.), D. C. BALL [Missouri Wheelmen], W. W. CHESTER [Elizabeth Wheelmen], among others, have been caused much annoyance, and goods ordered months ago are not yet to hand.

THE POPE M'FG CO., OVERMAN WHEEL CO., and STODDARD & CO. threaten proceedings for infringement of patents, and all these circumstances combined compel D. R. & CO. to take steps to supply the public with

SOUND DOMESTIC AND IMPORTED MACHINES.

THE CUNARD CYCLE CO., in England, utterly ignore the American Trade, therefore D. ROGERS & CO. have pleasure in stating that they have made arrangements to carry a full line of

AMERICAN CYCLES,

which, for convenience in getting the PARTS, and PROMPT delivery, as well as their advantageous construction, make them most desirable mounts.

FULL PARTICULARS NEXT ISSUE.

CLINTON AVENUE, NEWARK, N. J.

The Sensation of 1887!

THE NEW MAIL.

The Latest American High Grade Wheel.

WITH TRIGWELL'S BALL HEAD.

Wheelmen are aware that ordinarily, constant watching and tightening up of the Head is necessary, owing to the wearing of the cones by friction. In this Ball Head the cones move on the Balls smoothly, without wear, and **one adjustment** serves for a very long time—for months in fact—and no loosening nor setting up is necessary. There being no friction, oiling is rarely needed.

Also Our Specialty: Perfection Strengthened Backbone and Forks.

BACKBONE—Warwick's pattern, new this year. It is well-known that in all machines, backbones are liable to and do break, causing bad accidents.

The place of breakage is usually if not wholly at the upper end, under the saddle, where is the greatest strain.

We have adopted Warwick's new pattern backbone which has greater thickness of metal at the large, or neck end, and tapers thinner to the small end; thus obtaining a stouter and stronger backbone, with no danger of breakage, while there is no increase in weight.

Also we preserve the oval shape, which is hand some and stiffer than the round.

FORKS—Warwick's "Perfection," having the same construction as the backbone, viz., thicker at the large end and tapering or decreasing in thickness at the small end.

This gives very strong rigid forks.

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| Schwalbach & Willdigg,
Peck & Snyder,
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WITH OUR SPECIALTY, TRIGWELL'S BALL HEAD.

Extract from a London letter to the L. A. W. Bulletin, Jan. 8, 1887.

Speaking of manufacturers with "big stock" crying down improvements, a firm introduced a ball-bearing head, put it on their own machines, and induced one or two other firms to adopt it.

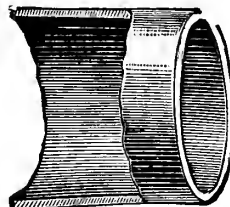
What a howl went up from the big stock people! They pooh-poohed it right and left; they wrote and talked it down, they tried in every way to smother it,—but it would not down. It grew steadily in public favor, until this year it is recognized as a *sine qua non* to a strictly first grade bicycle, and those who do not have ball heads will not rank among the highest grade mounts.

Of course the extra cost of construction will preclude its being used on second grade machines, but that it is a vast improvement over the Stank y head with cone or hemispherical centers, however true and well hardened, is a fact that the experience of 1886 has settled beyond the peradventure of a doubt.

Agents Wanted Everywhere

See this Wheel
Before Purchasing.

ASK Your Dealer For It.



Handsome
Photograph
OF THE

NEW MAIL

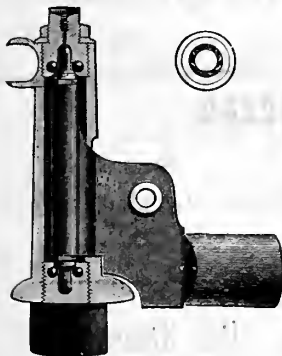
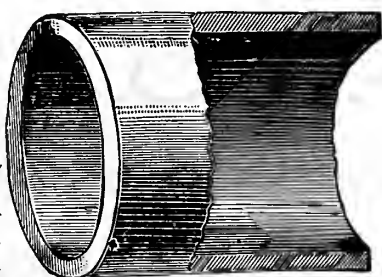
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14 Cts. in
STAMPS.



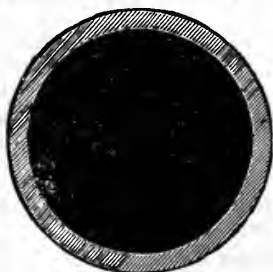
Sectional and end view of back fork end of Backbone.



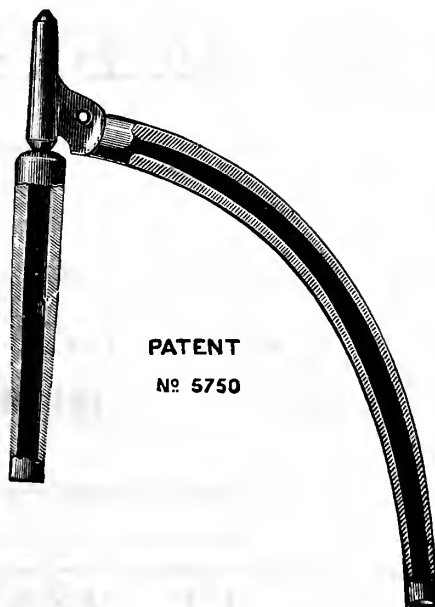
Warwick's New Hollow Rim. with thickened bottom. Seamless and perfectly smooth outside.



Trigwell's Ball Head. Greatest Modern Improvement.



Sectional and end view showing strengthened neck end of Backbone.



PATENT
No 5750

Sectional view showing Backbone and Forks when made up: A splendid improvement.

CEMENTED TIRE.

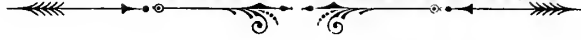
A Superb Light Roadster.

—SEE ONE.—

SEND for a fully illustrated circular of this perfect WHEEL, with full Representation of all Parts.

WM. READ & SONS, Manufacturers, 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



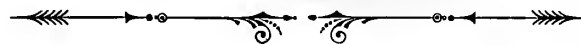
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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Where he will carry, as heretofore, a complete Line of Bicycles, Tricycles and Cycling Accessories. Purchasers will consult their interest by visiting or writing to him. Store open evenings until 10 o'clock. Electric Lights. Fine macadam to Door. Telephone, Orange, 111. Lock Drawer 1010

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Vol. XII.—No. 15.]

NEW YORK, JULY 8, 1887.

[WHOLE NUMBER, 301.

VICTORY.

THE

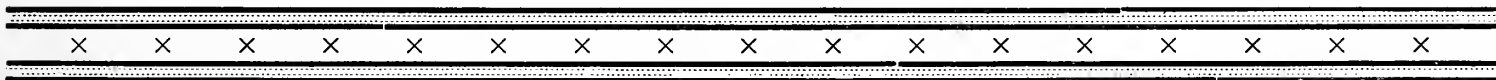


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On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

MACHINE.	RIDER.	TIME.
1. Quadrant Tricycle.....	Frank Moore	1.27 ³ / ₈
2. " "	A. J. Wilson	1.30 ² / ₈
3. Dromedary Safety Bicycle.....	J. Moore	1.36 ⁵ / ₈
4. Humber Crippler Tricycle.....	M. D. Rucker	1.42
5. " Safety Bicycle.....	W. Terry	1.42
6. Quadrant Tricycle.....	H. G. Priest	1.43
7. Humber Safety Bicycle.....	S. C. Stephenson	1.54 ⁵ / ₈
8. " " "	W. Allen	2.17 ¹ / ₂

Four others failed to get up.

MR. ALFRED BIRD, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

The Quadrant now holds all Tricycle Road Records in the United States and the
WORLD'S ONE MILE ROAD RECORD OF 2 MIN. 38 SEC.

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Singles and Tandems now Ready for Delivery.

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Cures and Prevents
Colds,
Coughs,
Sore Throats,
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Rheumatism,
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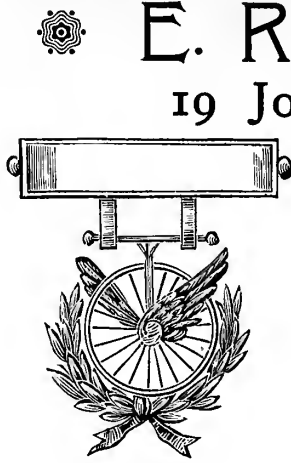
quicker than any known remedy. It was the first and is the only PAIN REMEDY that instantly stops the most excruciating pains, allays inflammation and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs. Athletes will find the application of Ready Relief of great value, in relieving all soreness and stiffness in the muscles

INTERNALLY.

Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

There is not a remedial agent in the world that will cure Fever and Ague, and all other Malarious, Bilious and other fevers aided by RADWAY'S PILLS, so quick as RADWAY'S READY RELIEF.

Fifty cents per bottle. Sold by Druggists.



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FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,

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Zylonite Collars and Cuffs

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For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



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PRACTICAL!

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FAST!

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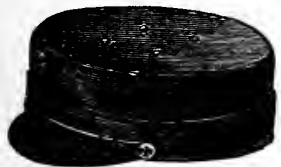


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A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.
 Address R. D. MEAD, Box 77, Newark, N. J.

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 In Hat Store, up stairs.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles on easy payments, without extra charge except for interest. Prices from \$8 up. Second hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. Geo. W. Rouse & Son, 13 G St., Peoria, Ill.

SACKETT'S EXTRACT WITCH HAZEL.
 (Specially prepared as to Purity and Strength.)
 Warranted fully equal to any Extract in the market, and by many large consumers preferred to any other.
 Sold by the manufacturers direct, in barrel, 1/2 barrel and 1/4 barrel lots, and for the use of Bicyclists, Base Ball Players, &c., put up in small packages: as follows:
 Pint Bottle..... 25c.
 Quart "..... 40c.
 1/2-gallon Demijohn..... 85c., refilled, 65c.
 1-gallon "..... \$1.50 " \$1.20
 5-gallon " (for Clubs)..... 5.95 " 5.00
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Lightest and Best on the Market

BLACK LEATHER.
 \$4.00.



RUSSET LEATHER.
 \$4.50.

Columbia Bicycle Shoe

Boys' Bicycles, \$25 to \$90. Columbias, \$75 to \$150.

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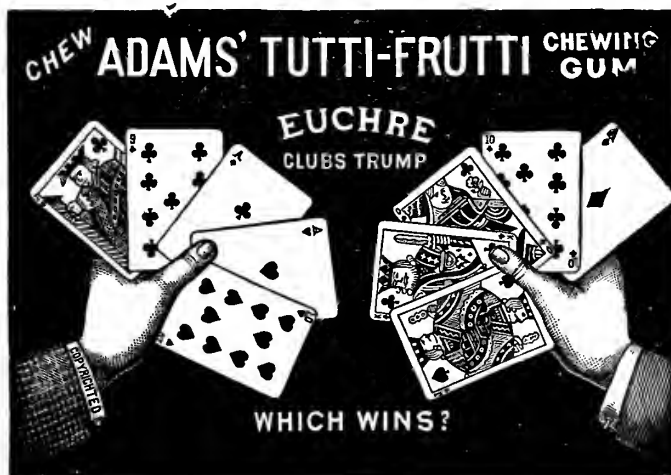
COLUMBIA TANDEM Ready.

Full line of Second-hand Wheels. A few Rink Wheels at an exceedingly low figure.

Cabinet Photographs of all the celebrated Racers and Racing Tracks.

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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*
 Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.
 It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation,—*N. Y. World.*

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.
 The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.
 As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.
 I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.
 R. OGD. DOREMUS, M. D., LL. D.

We Guarantee the American Light Champion to carry 200 pounds. Here is some proof:

ATHENS, OHIO, May 24, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ills. :

Dear Sirs.—It gives me much pleasure to announce the complete satisfaction produced by your wheels here. My weight is 200 lbs., yet I rode the 52-inch Light Champion, over the very roughest roads in the world, sixty-three miles yesterday, and it proved itself as staunch as the staunchest, and the ram's horn bars are, to say the least, the most desirable handle-bar made, for *hill climbing* they are indispensable.

I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point :

PEORIA, ILL., May 7, 1887.

Gentlemen :—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

BERT. MYERS,
Captain Peoria Bicycle Club.

You must bear in mind, gentlemen, that our Wheels are strictly original. Every vital point is covered by a patent of our own, and the latter in most cases gotten up by ourselves. We make our Wheels from the bottom up, too, with our own plant and on our own premises, and, as a natural consequence, we know what goes into them.

CATALOG ON APPLICATION.

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CHICAGO, ILL.,

Largest Manufacturers of Cycles and Sundries in America.



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Bicycling World and The Wheel	1.50
Outing and The Wheel	3.00

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23 Park Row,

P. O. Box 444. New York.

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THE WILKESBARRE MEET.

MANY INTERESTING RACES.

WILKESBARRE, July 4.—The fifth annual State meet of the League of American Wheelmen was held in this city to-day, and it was a great success both in numbers and from a financial point of view. Every club in Pennsylvania was represented and delegations from Washington, New Jersey and Maryland were also present. Three hundred and sixty wheelmen took part in the grand parade this morning. The procession passed over the principal streets and the visitors made a fine appearance. A reception followed at the Opera House. In the afternoon the races took place at Lee Park. There was a great crowd present. Following is a summary of the contests:

One-mile, novice.—First, S. K. Snyder, Reading; second, Eugene Heely, Scranton; third Robert Johnson, Wilkesbarre. Time, 3m. 06s.

Three-mile lap.—Winner W. E. Crist. Time, 11m. 26s.

One-mile, tricycle.—W. E. Crist, Washington, D. C. Time, 4m.

Two-mile, 6:45 class.—First, S. K. Snyder. Reading; second, M. K. Crewshaw, Washington, D. C.; third, Homer Synnestvedt, Philadelphia. Time, 6m 36s.

Three-mile; Pennsylvania State Championship—First, W. I. Wilhelm, Reading; second, Louis J. Kolb, Philadelphia. Time, 10m. 23½s.

One-half mile, boys' race.—First, Murry Kilmer, Reading; second, Fred. Holister, Wilkesbarre. Time, 1m. 40s.

One-mile dash.—First, W. E. Crist; second, W. I. Wilhelm; third, Ed. Siebecker, Scranton. Time, 3m. 13½s.

One-mile club race.—Winner, Robert Johnson. Time, 3m. 23s.

Two-mile L. A. W. Championship.—First, W. E. Crist; second, W. I. Wilhelm. Time, 3m. 52 3-5s.

One-mile tandem tricycle.—Winners, W. E. Crist and Phil S. Brown. No opposition.

Two-mile handicap.—First, Homer Synnestvedt, Philadelphia; second, W. E. Crist; third, Phil S. Brown. Time, 7m, 51½s.

One-mile team.—Winner, Capitol Bicycle Club, Washington, D. C.; W. E. Crist. Time, 3m. 20s.

One-mile, Pennsylvania State Championship.—Winner, W. I. Wilhelm, first. Time, 3m. 32½s. This evening a minstrel entertainment for the benefit of the visiting wheelmen was given at Music Hall. Roland Reed assisted. The affair was a decided success.

ILLINOIS BICYCLISTS AT PEORIA.

PEORIA, Ill., July 4.—[Special.]—The fourth annual meet of the Illinois Division of the League of American Wheelmen was held here to-day. The Division participated in the celebration, riding in the parade. The programme included a run to Prospect Hill for dinner and a moonlight boat-ride in the evening. Mr. Street, of Chicago, was elected Secretary and Treasurer, vice Mr. Wright, resigned. The scheme of representation by districts was adopted. The new racing board will be: Van Sicken, Chairman; Munger, of Chicago; Ridgely, of Springfield; Blake, of Bloomington, and Pafee. There were about one hundred in attendance.

THE OMAHA TOURNAMENT.

SATURDAY, JUNE 25.

Amateur one-mile, best two in three heats.—First heat, Stockdale, 3m. 18s.; Wartz, 3m. 18 2-5s.; Patterson, 3m. 22s. Second heat, Stockdale, 3m. 52 3-5s.; Wurtz, 3m. 59s.; Patterson, 3m. 59 3-5s.

Boys' race.—Pixley, 1m. 23s.; Barthel, 2m. 11s. Barthel had 100 yards start.

Three-minute class.—First heat, Peabody, 3m. 19s.; Smith, 3m. 19 2-5s.; Savage, 3m. 20s. Second heat, Peabody, 3m. 08 3-5s.; Smith, 3m. 09 1-5s.; Savage, 3m. 09 1-5s.

One-mile, professional handicap.—First heat, Whittaker, 2m. 59 2-5s.; Knapp, 3m. 05s.; Prince, 3m. 07s. Second heat—Time.—Whittaker, 3m. 4-5s.; Knapp, 3m. 01s.; Prince, 3m. 01 4-5s.

SUNDAY, JUNE 26.

Amateur three-mile dash.—Stockdale, 11m. 56s. Wartz, 12m. 00s.; Lyttle, 12m. 01 2-5s.

Half-mile professional foot race.—First heat, Brezee, 2m. 16s. Second heat, Kendall, no time. Final heat, Kendall, 1st, 2m. 22s.; Cunningham, 2m.; Brezee, 3m.

Three-minute class amateur.—Peabody, 16m. 46½s.; Savage, 16m. 49½s.; Smith, 16m. 50s.

Quarter-of-a-mile amateur foot race.—First heat, Mitchell won in 58s. Second heat, Washburn won in 56s. Third heat, Washburn won in 58s.

Boys' race, mile dash.—Pixley 100 yards start, 1st, 3m. 36s. Pixley retired.

Ten-mile professional bicycle race.—Whittaker, 1st; Prince, 2d.

3:15 class, amateur.—Smith, 1st, 10m. 16 2-5s.; Savage, 10m. 16 3-5s.

MINNEAPOLIS NOTES.

THE OMAHA RACES.

The same old complaint, a scarcity of items, is prevalent as ever. Later on, I may have something of real interest to mention, for our lantern-parade is an assured event, and set for July 9, to commence at nine p. m., and wheelmen are already cudgeling their brains to invent some new and striking way of fastening a multitude of Chinese lanterns to our bicycles, and ride with safety.

The press gives us frequent mention to the event, and if wheelmen turn out in the same proportion that spectators will, success will be assured. We hope for at least two hundred in line, and if a new cycling city like Omaha could get out fifty at the evening parade held during their recent races, we, with our larger number of riders and streets eminently fitted for a display of that kind, should more than quadruple that number.

Some of the Minneapolis wheelmen attended the races spoken of above, and brought back, not all first prizes, but a goodly share of firsts and seconds.

It has been impossible to get accurate reports of all the races, as those taking part tell me the local press' statement is wrong in many particulars, and the summary below is compiled from what they remember.

FIRST DAY, JUNE 25.

One mile (Professional)—Run in heats.—Whittaker, of Chicago, (1); Prince of Omaha, (2); Knapp, of Denver, (3); Bullock, of Omaha, (4).

SECOND DAY, JUNE 26.

Ten-mile (Professional).—In heats; with the same result as above, and in same order.

Time not remarkable in either race, fastest mile made being by Whittaker, in 2m. 58s.

One-mile (Amateur) race—Run in heats.—Peabody, of Omaha, (1st); Savage, of Minneapolis, (2nd). Both heats were run with the same result, the fastest mile being 3m. 13s., as the track was quite rough and wind blowing.

It is only fair to Savage to state that he took a tremendous header in the first race near the finish, straining his side so that he has not yet fully recovered.

In the 3.30 class, a one mile race was run the first day, also in heats; this style of racing seeming to be a favorite there, in spite of being so trying to those taking part, in which J. R. Stockdale, of Minneapolis, comes out first riding, easily a Rudge racer.

In the 3.05 class—three-mile heat race, on the first day, Peabody of Omaha was first, with Savage of this city second. Time: 10m. 15s.

3:30 class—three-mile heat race, was again won by Stockdale, much the same as the first day.

3:05 class—five-mile heat race, was also a picnic for Peabody, of Omaha, with Savage again second, time 16m. 20s. Fastest mile in this being 3m. 10 1-5s. by Savage.

The boys from this city say that Peabody is a fast and strong rider, fully able to set a good pace and keep it to the end. With practice enough he may be the "coming man" we so often hear of, but seldom see.

A twenty-five-mile road race, to be held within a month, if a satisfactory circuit can be located near the city, is talked of, and I hope it will not end in talk.

Heath & Co. have recently added a full line of sporting goods to their stock of bicycles and tricycles, and during the months when no man rideth, will push toboggans, snowshoes, gymnasiums goods, etc. With two such stores, both well stocked, customers should be benefitted by lower prices.

Monday being a legal holiday, most cyclers will take advantage of the fact, and hie themselves to the nearest cool and comfortable resort, that decent roads admit of reaching.

Lake Minnetonka offers many pleasant things in that line, but the pull out there is such a tough one that most riders shudder inwardly when contemplating it. Recent rains have left roads outside rather rough and rutty, and they seldom have a long enough rest to get worn down smooth.

To digress, for pity's sake when you make me remark of a funny saying "as quoted below," let me go on and quote it, and not strike it out in such an unmerciful manner as in my last. The readers of THE WHEEL that do me honor to read my weakly efforts must have thought either the type-setter or myself were crazy. I'll allow that the remark might not have seemed funny to you in your far-away den—but the funny man here was quite proud of it, and felt badly to see it omitted in such a heartless way. (N. B. It's too late to print it now, as the State tour is over, and the point would be lost).

The omnipresent small boy is beginning to blow the festive tin horn as a sort of overture to Fourth of July, even if it is two days off, and I expect life will be a burden from now to the 5th. Let us be thankful we ride a horse not easily scared at fire-crackers, and which no civic law obliges us to "hitch" L. B. G.

In order to help Karl Kron pay his printers promptly (for he now owes them \$5,500 on account of "X. M. Miles," in addition to more than \$700 already paid), and in order to call the existence of THE WHEEL to the attention of those most likely to patronize it, we send free copies of this week's paper to his subscribers at Chicago and in the region around Boston, and to a few of those in New York city. Recipients of the paper, with this paragraph marked, are therefore requested to call and claim their books, either at 291 Wabash avenue (in C.), 79 Franklin street (in B.), or 313 West Fifty-eight street (in N. Y.). Only half the regular \$2 price need be paid for the "specially labeled and autographed copies," and as that is less than the actual cost of producing this book of "nine hundred and eight pages and 675,000 words." K. K. hopes the men will redeem their pledges promptly. Nevertheless, he will entirely release every subscriber from obligation to take the book, provided only that such subscriber sends postal-card notice to him at the University Building, N. Y., saying that the labeled book need no longer be reserved,

WHEEL GOSSIP.

Rich has commenced training at Roseville.

The Elizabeth Club has fourteen lady members.

The N. C. U. has passed a resolution discouraging road racing.

Elwell's "Down-East" party now numbers twenty-eight.

Karl Kron is again located at his chambers in the University building.

The Cleveland Bicycle Club will hold its annual meet on August 11, 12 and 13.

The Cambridgeport, Mass., Club enjoyed a run to Martha's Vineyard on Sunday and Monday.

All the dealers in the city expect a big increase in business as a result of the opening of Central Park.

There is a deal of latent moral and natural philosophy in the Overman Wheel Co.'s advertisements.

Jesse Powers fulfilled the predictions of his friends by beating Rich at Roseville on the Fourth.

The Malden, Mass., Club celebrated the "Fourth" by driving about in a stage from different towns.

It is said that Karl Kron will apply to Yale University for the degree of M. F. A.—Master Free Advertising.

Two miles handicap, run at Yonkers Driving Park, July 4. M. Marshall, first, handicap not given, time, 6m. 22s.

Knight L. Clapp and John C. Frazee, of the Citizens, play tennis at the Staten Island grounds on Saturday afternoons.

De Blois and Hart, two of the fast men brought out last Fall, came together at the Springfield meet and gave a good account of themselves.

The Kansas City Division, L. A. W., will hold its annual meet at Paola, July 18, 19, and 20, after the meet, a run will be taken to Fort Scott, Kansas.

On Sunday, June 27, W. J. Miller, Jr., of the Ilderan Bicycle Club, climbed Columbia Heights hill, not dismounting until he had reached Columbia street.

Humber & Co. have formed themselves into a limited stock company, capitalized at £25,000, with shares at £1 each. The shares are already selling above par.

Stenken's fast mile at the Roseville meet stamps him as one of the fastest amateurs in the country, and besides this, he is the prettiest rider who ever pumped a "Star."

The Manhattan Wheel Exchange is rapidly filling up its store on Cortlandt street with all styles of bicycles and tricycles. They are selling a large number of wheels on the ten per cent. commission basis.

Two miles handicap run at Washington Park, Brooklyn, in connection with the Nassau Athletic Club Games: J. W. Bate, N. A. C. (160 yards), 7m. 20s.; Charles Painter, N. A. C., 250 yards, 7m. 20s.

The services Mr. J. F. Pedersen, as a timer, are in demand at all the local race meets. Although at the head of a large business, Jens thoroughly enjoys an outing, and will probably push a trike over the roads.

The location of the New York Clubs new house has not yet been decided upon. Since the Park has been opened up to wheelmen, many of the members think the house should be located in the vicinity of 59th street.

London W. and Kennedy-Childe, says the *Bicycling World*, are going to do the Robinson Crusoe act down on one of the Brewsters, a small island in Boston Harbor. The *World* has not told us which is Robinson and which his man Friday.

A news bureau, which supplies articles to various papers at so much per yard, has gotten up a two-column illustrated bicycling article, which is being published in many papers all over the country. The articles are entirely educational, and are for non-wheelmen. The matter was supplied by Mr. Bidwell, C. C., of New York. It has already appeared in the New York *Sun* of Saturday, July 2, and the Philadelphia *Times* of Sunday, July 3.

The Brooklyn Bicycle Club boys have a treasure in the pen with which Governor Hill signed the Liberty Bill. It was forwarded to Mr. Potter by the Governor's Private Secretary, who presented it to his club. It will be framed and hung up in the club-house.

It is doubtful if Sete Rich will be seen on the path this year. The boy has grown stout and lazy, and can be induced to do nothing but play tennis at the Staten Island Club grounds. We don't blame him. The Staten Island girls, as observed at the club games last Saturday, are a rare looking lot.

The Smith Machine Company seem to have a reserve fund of racing men in Burlington County upon which it draws whenever it wills. The latest production is Lamb, who is a tightly built little boy, and who rode a fast mile at Roseville, quite equal to 2m. 48s. He reminds one of the lamented Weber.

Chewing-gum Powers will retire from the path for a little while, that is, he will only race occasionally. He has sensibly concluded that too much racing will interfere with his growth, and, as he smilingly observed to the writer, between too vicious digs at a "hunk" of gum, "I want to be a six-footer."

The firm of Schwabach & Wildigg, has been dissolved by mutual consent, and the business will be continued by Mr. Schwabach at the old stand. The firm has done a very good business during the Spring, in fact, far beyond their expectations. It is to be hoped the new firm will enjoy the same prosperity as the old one.

Many wheelmen at the Roseville Meet were surprised to see Thomas Stevens wear a bunch of faded flowers all the afternoon. But the fact is, they were the present of a lady member of the Elizabeth Club, and their absence from Tom's manly bosom would have meant heart-burning, for the donor was on the grand stand.

The largest bicycle dealer in Germany is one, Heinrich Kleyer, of Frankfurt-on-Main. He has just erected two buildings of magnificent proportions. There are seven floors, the top story being of double height and used as a riding school. He reports trade very brisk; and Mr. Kleyer has just visited London, to place some heavy orders.

The New York Bicycle Company have been compelled to build a stage in their store. It is eight feet above the floor, occupies the entire room, and is reached by a broad stairway. By this method, the firm has just doubled its storage facilities. The manager tells us the Harlem Branch is a success; the business being very encouraging.

The wheelmen of the West ought to be proud of the *Wheelmen's Record*, of Indianapolis, Ind. It is far ahead of the Eastern cycling press in originality and brightness, and is a flourishing evidence of the fact, before much disputed, that Western cycling can support a weekly organ.—*St. Louis Post-Dispatch*. Weep with us, oh *Bi. World and Bulletin!*

The Park Commissioners have decided to light Riverside Drive with electricity. This will be a grand thing for wheelmen, and will make the Drive as safe by night as by day. The Commissioners have also decided to remove the long wooden bridge near 86th street, and either substitute an arch, or entirely fill up the gap which the bridge crosses.

The *World's* "juicy" correspondent should post himself before advising the *WHEEL* relative to their selection of a correspondent, as "Bi." has been an L. A. W. member for the past three months, and after a telescopic examination of their respective and prospective moustaches, it would be hard to decide who would have the advantage in age.—*Exchange*.

The Pope Manufacturing Company comes to the front once more in a praiseworthy attempt to interest the wheelman who desires to be familiar with the bicycle affairs all over the country. They have added to their salesroom complete files of all the leading English and American bicycle papers and standard works on the subject, which wheelmen are free to use.—*Globe*.

A two months' vacation will be enjoyed on the wheel by Messrs. Charles B. Shannon, T. C. Brinsmade and J. B. Cochran, of the Star Club, of Cleveland, Ohio. They left Cleveland June 27, wheeling to Chautauqua, thence to Buffalo and

Niagara Falls. They then cross to Canada on to Hamilton, Toronto, and along the northern shore of Lake Ontario to the Thousand Islands and Quebec. Returning via Lake Champlain and Lake George, they wheel to Troy, N. Y., thence directly across Massachusetts to Boston, by boat to New York, and by wheel to Cleveland across New York State. They expect to return by September 1. No attempt will be made at fast riding, as the tour is solely for pleasure. All of the party are under twenty years of age.—*Boston Herald*.

Charles G. Wright, of the Germantown Club, with a partner, rode up the hill on the Bethlehem pike leading into Chestnut Hill last Sunday. The machine ridden was a Columbia tandem, geared to fifty inches, and is the first tricycle ever ridden up this grade. Arthur Roberts and John A. Wells, of the Pennsylvania Club, have each ridden the hill on the bicycle, but they are the only ones. The hill is nearly a mile in length, is not so steep as Ford Hill, but much worse road, being covered with loose stone.

The programme of the Michigan Division meet is to be as follows: At Ann Arbor, July 8: In morning, business meeting of Division members. In afternoon, road race and hill-climbing contest. Banquet in evening. At Detroit, July 9: Wheel from Ann Arbor in morning, arriving at Detroit at noon. Dinner at Brunswick Hotel. Parade at 2:15 P.M. At four P.M., races under auspices Detroit Bicycle Club at Bicycle Park. In the evening, moonlight ride on river, when lady friends of the Detroit wheelmen will assist in entertaining the visitors.

On Friday last Geo. T. Crisman and Dr. Edward Dalrymple took a bicycle trip from Branchville, N. J., to Delaware Water Gap, a distance of seventy-three and one-quarter miles. The round trip was made in about twelve hours, and twenty-eight miles of the trip, from Dingman's to the Gap, along the river was run in two hours and forty-five minutes. Their names were registered at the Water Gap at eleven A. M., and on their return they left there at one P. M., and arrived in Branchville at nine P. M., having been delayed by the loss of a crank pin.

RACING AT QUEENS, L. I.—One-mile Bicycle, for Queen's men only—Charles A. Mitchell, 3m. 46s.; R. A. Kissam, second.

One-mile Bicycle, for residents of Jamaica and Hempstead—N. F. Walters, B. B. C., 3m. 43s.; R. A. Kissam, O. A. A. A., second; Edward Self, Bellmore, third.

One-mile Tricycle, open.—G. A. Wieners, waltzed over in 4m. 36s.

Two-mile Bicycle Handicap.—G. E. Todd, B. B. C., 80 yards, 7m. 07s.; W. H. Meeker, B. B. C., 100 yards, second; N. F. Walters, B. B. C., 80 yards, 0; O. W. Emanuel, 120 yards, 0.

"Philadelphia's copies of 'X. M. Miles,' will take the train at Springfield, at 4 P.M. to-day," writes Karl Kron to us July 6, "unless the binders again make an unexpected delay; and the books ought to be on sale at H. B. Hart's 811 Arch St., not later than Saturday. I will avail myself of your liberal offer to mail a marked copy of next week's *WHEEL* to each subscriber in the Philadelphia region, reminding him to unload his little dollar promptly, in exchange for the big book at Hart's. Packages of twelve for Millville (T. B. Somers) and ten for Ardmore (W. A. Stadelman) will go in the same box, and be expressed to those towns from Philadelphia; also the twenty copies for little Delaware,—to V. R. Pyle, at Wilmington, and P. Burnett, at Dover."

The event of the Staten Island games, held last Saturday, was the two-mile handicap, with A. B. Rich on scratch, S. H. Rich, seventy five yards, and F. White, Manhattan Athletic Club, one hundred and seventy-five yards. The latter made a hard fight, and though the Rich boys gained all the way, it was only by a brilliant spurt on the home stretch that A. B. Rich got up, and won by a tyre's breadth, not more; White, second; S. H. Rich, third, by two lengths. Rich and White both fell over the tape, not fainting, as the papers had it, but because a combination of officials, tape and stupidity caused a collision, which resulted in a bleeding nose for Rich. The last lap was a brilliant effort. White is an Englishman, and is credited with very fast time on the other side. He is in strict training, and may be heard of before the season is over. The time of the race was 6m. 06s.

ACROSS THE CONTINENT.

Let's see, it was five o'clock when I contracted to leave Aurea on Friday morning. Waking up with the sun making great columns of fire on my chamber walls, I found it 5:45, and by the time I got down in the office six o'clock. Six o'clock and no one yet up at the hotel. Leaving a note explaining my kind (?) regards to the landlord together with fifty cents for my lodging, I decamp and take a run of ten miles to Minden for breakfast. At nine o'clock again in the saddle. I push on to Neola, five miles, and thence to Weston, eleven miles farther, by 11:30. Riding has thus far been fairly passable, but I'm now promised a good twelve-mile run to Council Bluffs and the place looms up before me at one o'clock, with no very great hubbub either. Immediately repairing to the "dummy depot" I am whisked over the river and into Omaha in short order, and at 1:30 am taking dinner and digesting a half bushel of mail at the Metropolitan Hotel. One hour later I am shaking hands with such wheelmen as Prince, Peabody and a host of others of more or less cycling celebrity. All is expectation and excitement over the coming races and tournament on the morrow, and but little else occupies the theme of conversation. In the evening an illuminated parade forms the chief attraction indulged in by about sixty paraders. This over, the visiting wheelmen to the city, myself included, are handsomely entertained by these Omaha hosts, until a later hour. Saturday was all that could be desired as a racing day, and with good track, etc., some fine sport was looked for, when at three P. M. time was called and the fun began. First we saw Sailor of Minneapolis take a gigantic tumble in the 3:30 class and that settled his racing for the day. Stockdale walked off with this race in good shape. Peabody captured the three minute gait and is yet going at that rate. Smith got away with the 3:15 event, while Savage tried to cover himself with glory by a tremendous header on the home stretch. Instead he was covered with dirt and bruises. The chief enthusiasm centered in the one mile professional handicap, with Price, Whittaker and two other starters. "Whit," as he is fraternally known, had twenty yards start, and took the first heat gracefully—2m. 59s. Refusing to avail himself of the handicap on the second heat, he also won that in 3m. 1s. "Whit" is a dandy from way back and a rough 'un to tackle when in his black silk tights.

The Omaha Bicycle Club treated their guests right royally at their spacious club rooms on Saturday evening, and several pleasant hours were spent around the festive cycle camp. Sunday Whittaker again came to the front and carried off the laurels in the ten-mile championship race, thereby precipitating a challenge for a \$200 match from Prince, his plucky adversary. This is right, boys, go in and show your muscle, and we'll wager that when "Jack" again comes to the scratch against the sinewy Chicagoan there won't be as much picnic for the "champion" envoy. At eleven A. M. we wheel out of Omaha under the guidance of about a dozen knights of the crank and take an easy run of five hours to Fremont, thirty-seven miles. Beyond a doubt this was the best run we have had since leaving Iowa City. At Dale City, twenty-two miles from Omaha, we pass down the last hill to be encountered on the entire road to Cheyenne, so said our host at the city. Fremont is a fine little town of over 4,000 souls and wholly given up to business. But it contained an attraction of far more interest to us—the shape of an old Herkimer boy we had not seen for five years.

With some difficulty we recognized in the bearded matured young man who answered our ring as the gentle youth of five years ago. And an equally astonished look appeared at the appreciation—dusty and tattered—which claimed friendship and remembrance of olden times. At 5:30 we patrolled out of Fremont and took breakfast at North Bend sixteen miles away. Pushing on we pass Rogers seven miles further and stop at Schuyler, thirty-one miles from the start, for dinner. Considerable sand has impeded our path thus far, and we have promises of more to follow. At one o'clock we make tracks for Benton, eight miles, and wheel into Columbus, nine miles further and Duncan nine more miles; about half sand at 5:30 for supper. A run of ten miles west to Silver Creek completes the day's score of sixty-seven miles, and gives us a fair idea of Nebraskite

roads. It is apparent that the further west we get the better the riding is and this fact is substantiated by native authority. Tuesday dawned cool and breezy, and at eight A. M. we rolled forth to Clarks, twelve miles in one hour. Central City, twelve miles further, and we stopped for dinner at 11:30. These latter miles were miles of sand, unmitigated sand, and we walked about all the way. Pushing on at 12:30 Chapmans came in sight, ten miles away, and Grand Island thirteen miles further. This is a city of some 5,000 inhabitants, pleasantly located, and contains a fine class of people. A half hour is whiled away in an ice cream saloon and we resume the saddle to see Alda and supper eight miles further at 5:30. An evening run of sixteen miles brings us to Shelton with a total run of seventy-one miles. This is getting encouraging, and we have fond hopes of celebrating "the glorious Fourth" in Cheyenne. Wednesday was about a direct contrast to its predecessor, and the sun came down as if bound to wither and dry up even the great La Plath river, that immense bed of sand. Pushing out at 7:30 we espy Gibbon, seven miles, one hour later Buda, nine miles, at 9:30 and run into Kearney City at 10:15. Here we were treated to a drive to Kearney Lake, and around that aspiring city by one of its real estate agitators and business men. The place now has about 6,000 souls and is growing fast. Fifteen years ago a section house marked the spot where now stands the future metropolis of Central Nebraska. Leaving Kearney at eleven o'clock we passed Odessa, ten miles, at twelve and took dinner at Elm Creek, six miles further, with a mileage of thirty-six. In the saddle at 1:30 we pass Overton, nine miles, at three and Plum Creek at five, pushing on to Cozad; fifteen miles, for supper, and from there to Gothenburg for the night, making a total run of eighty-eight miles in about ten hours and a quarter—our best day's work since leaving York State.

About seven o'clock we had our first experience with a rattler. We were riding along nonchalantly when all at once there appeared before our steed in the roadway a streak of green snake. For a second we saw his snakeship fly through space and disappeared head first, or tail first, we couldn't swear which, into a hole on the side of the road. Such was his haste in getting out of our way he didn't even leave his card and not even a rattle to commemorate the event. Subsequently we were told that the liver curdling snake stories we read about are about as gauzy as our own experience. These rattlers are as afraid of a human being as most humanity fears them, and as long as you are not too inquisitive and try to strike up a close acquaintance they will give you a wide berth. But they won't stand any nonsense and have a peculiar method of defense entirely their own. At Gothenburg we were compelled to bunk in a room with four beds and as many occupants, and every mother's son of them snored like unto the boss bugler in a brass band. We were glad to get out of it, and did so at eight o'clock Thursday morning. Following the advice of some local Swedes, and by the way, the whole town is of Swedish origin, we crossed the Platte river and took a road on the south side, forty-four miles to North Platte, making a fine ride over hard smooth paths in five and a half hours. Stopping at the Pacific Hotel we secured the best dinner we had for many a day, and spent an hour doing up the place. Here is the home of "Buffalo Bill," known in London now as the Hon. William F. Cody, besides many other personages of like renown. At three o'clock we mounted our Expert and pointed westward, reaching O'Fallon's, a section place seventeen miles away, at six o'clock, and passing some of the worst roads on our journey. Here we had supper, and set out for Paxton, fifteen miles farther, the only place where lodgings were obtainable. Four miles through sand and we saw the sun disappear below the western horizon in a blaze of glory—not for us, however. For five miles we made fairly good progress, and darkness settled down upon us six miles from Paxton. Hurriedly we pushed on by moonlight, but it wouldn't work. Moonlight riding is all right as far as it goes, but when it stops suddenly, as we did, it's all wrong. Why? Sand, gentle reader, sand. Nothing to do but take the railroad for a five miles trudge to Paxton and a place to lay our weary bones.

Oh, the indescribable length of those five immeasurable miles. Eagerly at every step we scanned the track ahead for signs of life, but no signs approached. Silently we plodded on, while the still quiet night, illumined by a faint and newborn moon, waned quite as silently, as steadily

toward the "wee sma' hours." When we had traveled nearly fifty miles by imagination and along about four o'clock in the morning, to all appearances, the distant light of Paxton's shone forth like a beacon from out the murky darkness beyond, and at ten o'clock we halted before a fourth class hotel and knocked for admission. Could we sleep there? Yes, we could, but they had no beds and would make us one on the dining room floor. Reader, if you are a bicyclist, and a weary dusty one at that, you will know what a nap on a straw tick with the cold hard floor beneath it and without a bath feels like. Otherwise we can't describe it. With seventy-six miles more between us and York we felt partially compensated and went to sleep like a poor forlorn Christian under the burden of sorrow and care—and a dilapidated quilt. Glad were we when Friday dawned and let us once more out into the cold, cruel world—anything preferable to that board-bed and sleepless night. Twenty miles passed and O'Gallalla was reached at 10:50. Here a stop of two and a half hours was necessitated by a ripped bicycle shoe, and resuming the saddle at one o'clock we pushed on to Big Spring, twenty-four miles by four o'clock and halted at Julesburg, otherwise Denver Junction, twelve miles further at 5:30. Just one hundred and forty miles from Cheyenne and two days to cover it. But a fine run of forty miles is promised us for the morrow, and we seek slumber in a bed this time at peace with all the world.

G. W. NELLIS, JR.

Denver Junction, July 1.

KARL KRON'S FOURTH.

EDITOR OF THE WHEEL:—I celebrated it the day before, on the third, by wheeling from West Springfield to Cheshire, fifty-seven and a half miles. The heat was intense and the dust was very deep, but a strong south wind gave an impression of coolness as I wheeled against it, and at every slightly hill top I halted long enough in the breeze to get thoroughly cool. One incident of the afternoon, which excited me while taking a swim in a road-side pond, was a dog's spirited chase and capture of a young fox. The owners of the dog said that four foxes were simultaneously in sight.

Though nearly all the road was ridable, there was much of it which offered poorer riding than in February when I last before made trial of it; and the intense cold air of that former ride was much pleasanter than the intense heat of this present one. Early on the morning of the Fourth I pushed on to New Haven, to visit a friend, and I left my wheel at his house, when I took train to the city, to resume work. This was my sixty-fourth consecutive day of riding, though on no previous occasion had I ever ridden more than twenty-one days in succession. No other mode of conveyance for my daily journeys to and from the printing office, during those two weary months, would have been nearly as comfortable, or speedy, or cheap. I mention this as the best illustration my own experience has afforded of the bicycle's value to a business man.

My own business of shipping boxes of "X. M. Miles on a Bi." didn't advance very rapidly last week, though I managed to send one hundred to Boston, forty-four to Montreal, and one hundred to my Springfield agency, in addition to the two hundred and eighty for Australia. Philadelphia's turn will come this week, and the labels for Buffalo, Scranton, Reading, and other towns in Pennsylvania are now ready. Until I get the chief agencies supplied, it will not be possible for me to send notices to subscribers that they call at those agencies for their books; and the task of mailing books to isolated subscribers must be postponed even later. If I wrote with a hundred hands instead of only two, perhaps I might push the distribution as fast as some of my impatient friends think it ought to be pushed.

On the second anniversary of the day when I enrolled my long-sought-for "three thousandth subscription," it is a satisfaction to me, tired as I am, to return once to my city chambers, and exchange the uproar of life in the country for the quiet and seclusion of Washington Square.

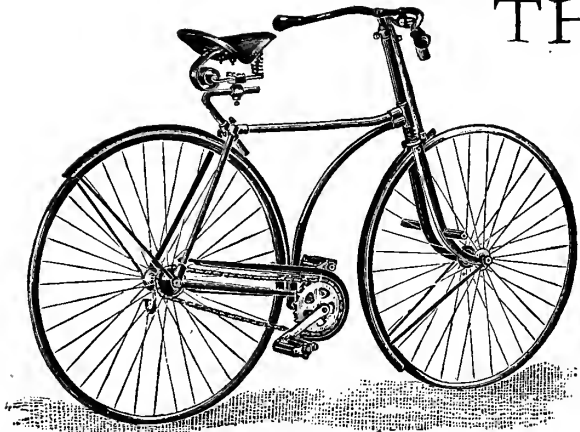
KARL KRON,

July 4, 1887. The University Building, N.Y.

Messrs. Wm. Read & Sons have an important communication on page 657.

Messrs. D. Rogers & Co., of Newark, have disappeared, owing various sums with no assets to meet them, the few machines they left behind being covered by chattel mortgages.

THEY TAKE THE LEAD! SINGER CYCLES.



APOLLO SAFETY.

The Apollo is a light roadster of unsurpassed lightness. The easiest running bearings yet made. Double balls to front wheel. Ball bearing head. Detachable bars and spade handles. Finish enamel and nickel. Price, 50 inch, \$135.00

The Challenge is a light grade roadster, at a low price, but of sterling merit, and, we claim, the best ever offered for the money. Balls to both wheels, detachable bar, spade handles. Finish enamel and nickel. Price, 50 inch, \$105.00.

Apollo Safety Light, rigid, immense on hills, safe as a Tricycle. With balls to both wheels and ball pedals. Price, \$140.00.

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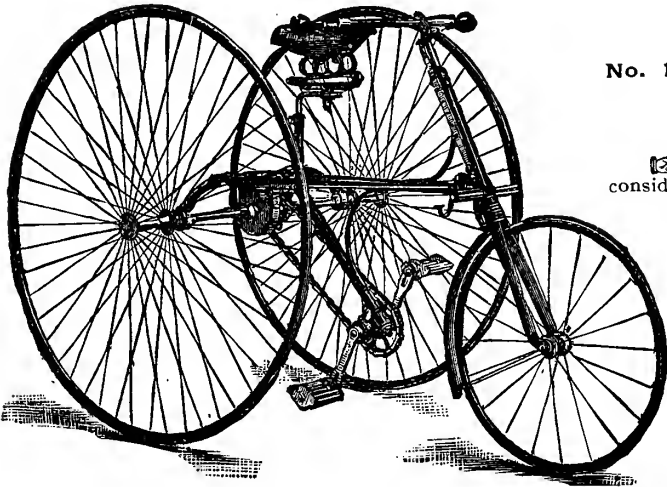
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See these Wheels before buying. they embody new features, which are worth considering.

Our 1887 Catalogue is all ready, and will be mailed gratis to any address. A FEW GOOD, RELIABLE AGENTS WANTED.



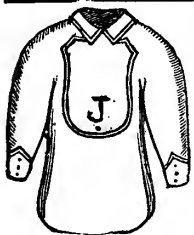
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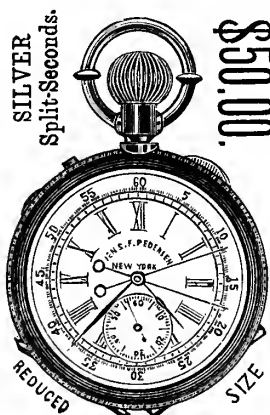
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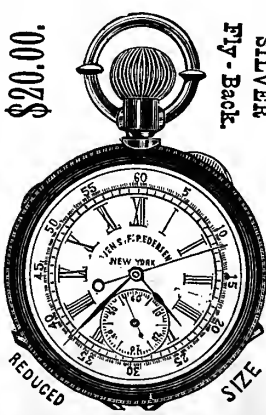
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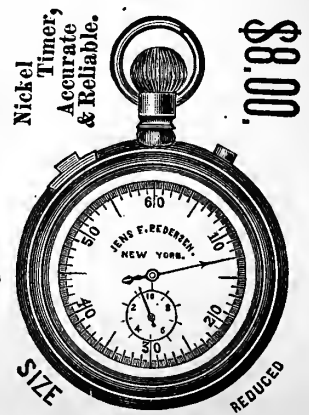
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My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

SPRINGFIELD "PONY" TOURNAMENT.

The Springfield Club gave a "pony" tournament on July 4, the venue being Hampden Park. The tournament was particularly interesting from the fact that a number of fast men, who competed in last Fall's Circuit, made their reappearance. The result was exciting contests and excellent times, that might have been faster but for the strong wind blowing across the track. The attendance was very poor—between five hundred and six hundred—but the enthusiasm was great. Hendee was billed for a fast mile, but sent a telegram of regret instead. Summary of the races:

ONE-MILE NOVICES' FIRST HEAT.—James Wilson, Jr., Rockville, 3m. 13s.; W. J. Stearns, Springfield, by two lengths; Fred P. Stacy, Springfield, 0; C. B. Atkins, Springfield, 0; N. Sherburn, West Springfield, 0; W. W. Gordon, Hazardville, 0.

SECOND HEAT.—H. B. Arnold, New Britain, 3m. 12 3-4s.; E. E. Sawtell, Springfield, second; D. P. Williams, Hartford, 0; C. R. Starr, F. C. Frese and H. O. Bennett, all of Springfield, 0; E. L. Outterson, Holyoke, 0.

FINAL HEAT.—Arnold, 3m. 06 3-4s.; Starr, by a wheel; Stearns, 0; Wilson, 0; Stacy, 0. Starr led almost to the tape, and was only beaten by a wheel.

ONE-MILE BOY'S RACE.—George McClelland, Holyoke, 3m. 27 3-4s.; W. James, East Hartford, second; George Bell, Springfield, 0; S. A. Sabin, Springfield, 0; R. E. Whipple, Springfield, 0; Henry Ducker, Jr., last. The boys "loafed" on the first half-mile after the most approved promoter fashion, and whooped her up on the last half, the winner being never in danger.

ONE MILE 3:20 CLASS. FIRST HEAT.—G. C. Dresser, Hartford, 3m. 02 3/4s.; H. B. Wadsworth, 2d, by several lengths; J. A. Lounsbury, Hartford, 0; D. P. Williams, Hartford, 0; S. H. Tyrrell, Hartford, 0; Thomas Harvey, Holyoke, 0; George McClelland, Holyoke, 0; James Wilson, Jr., Rockville, 0.

SECOND HEAT.—Charles K. Starr, Springfield, 3m. 10 2-5s.; H. K. Wakefield, West Springfield, 2d, F. S. Reid, Brattleboro, Vt., 0; F. C. Frese, Springfield, 0; C. H. Thomas, New Britain, Conn., 0; H. K. Lee, Hartford, 0.

FINAL HEAT.—Dresser, 3m. 27s.; McClelland, 2d; Lounsbury, 0; Wadsworth, 0; Starr, 0; Wakefield, 0.

ONE MILE HANDICAP.—E. A. De Blois, East Hartford, scratch, 2m. 56 2-5s.; H. S. Hart, New Britain, scratch, by a half wheel; F. T. Reid, Brattleboro, Vt., 100 yards, third; E. L. Outterson, Holyoke, 125 yards, 0; Geo. L. Lewis, Springfield, 100 yards, 0; L. Foster, Holyoke, 50 yards, 0; H. K. Lee, Hartford, 50 yards, 0; Thomas Harvey, Holyoke, 50 yards, 0; E. B. Smith, Springfield, 50 yards, 0; F. C. Frese, Springfield, 100 yards, 0; J. A. Lounsbury, Hartford, 100 yards, 0; A. Tyrrell, Hartford, 125 yards, 0; H. O. Bennett, Springfield, 150 yards, 0; F. P. Stacy, Springfield, 150 yards, 0; S. O. Miller, 150 yards, 0; W. J. Stearns, Springfield, 150 yards, 0; C. R. Culver, Springfield, 150 yards, 0; H. C. Wakefield, West Springfield, 150 yards, 0; C. B. Atkins, Springfield, 200 yards, 0. This was a grand field and as they swept around the track made a pretty sight. At the quarter the men had gotten well together, with the scratch men close up. On the last lap, De Blois, Reid and Smith were leading. On this lap, one of the riders took a header forcing Hart to ride wide, and though he tried hard down the home-stretch, he could not overtake De Blois. The time was fast considering the wind and the fact that no racing wheels were used.

ONE-MILE SCRATCH RACE.—E. A. DeBlois, East Hartford, 40 1/2s., 1m. 25s., 2m. 48 1/2s.; H. S. Hart, New Britain, by a half wheel; Wm. Harding, Hartford, 0; H. B. Arnold, New Britain, 0. This was a nip-and-tuck struggle between Hart and DeBlois, and both were completely run out at the finish.

ONE-MILE TEAM RACE.—Hartford Wheel Club, 34 points; New Britain Wheel Club, 31 points; Outing Club, 30 points; Holyoke Wheel Club, 19 points; Springfield Club, 6 points. The teams were as follows: Outing Club, C. K. Starr, E. B. Smith and G. L. Lewis; Springfield Bicycle Club, H. B. Wadsworth, H. W. Collins and E. E. Sawtelle; Holyoke Wheel Club, T. W. Harvey, E. L. Outterson and George McClelland; New Britain Wheel Club, H. B. Arnold, C. H. Thomas and H. S. Hart; Hartford Wheel Club, W. Harding, G. C. Dresser, and E. A. DeBlois. The men finished in the following order: DeBlois, Hart, Smith, Dresser, Thomas, Outterson, Starr, Lewis, Harding, Arnold, Harvey, McClelland, Sawtelle, Wadsworth and Collins.

ONE-MILE CLUB RACE.—J. L. Jordan, 3m. 40s.; W. C. Stone, second; Howard P. Merrill, 0. Jordan won easily. Stone and Merrill merely started to make a race.

FIVE-MILE CHALLENGE LAP-RACE.—H. B. Wadsworth won the first six laps—three miles—and then stopped; time, 10m. 48 1/2s.; F. A. Eldred, second.

ONE-MILE RIDE AND RUN.—Thomas Harvey, Holyoke, 5m. 15 3-4s.; W. E. Hubbard, Brattleboro, disqualified for mounting his wheel before reaching the tape.

ONE-QUARTER-MILE TANDEM TRICYCLE EXHIBITION.—A. O. McGarrett and W. N. Winans made two attempts to beat the record, but could do no better than 48s.

ONE MILE, STAR WHEELS.—W. E. Hubbard, Brattleboro, 3m. 20 1/2s.; E. E. Gardner, Springfield, second; F. H. Sampson, Springfield, 0; John Rohan, Springfield, 0.

ONE MILE CONSOLATION.—D. P. Williams, Hartford, 2m. 59 3/4s.; L. Foster, Hartford, second; S. H. Single, East Hartford, 0.

The officials were: Referee, E. C. Dumbleton; Judges, F. H. Williams, E. A. Elwell and Charles Clark; Timers, Charles P. Adams, Charles T. Shean and Thomas Donnellan; Scorers, C. H. Miller, Wilber Burns and Louis J. Chandler; Clerk of Course and Starter, D. E. Miller.

RACING ON BOSTON COMMON.

The annual race meet given by the city on Boston Common, took place on July 4. Despite the heat, several thousand people lined the track and occupied every point of vantage in its vicinity. The track is about four laps to the mile, of rough hard clay, and with almost square corners, so that the slow time made is not astonishing. Fred Foster, of Canada, was entered in the events, but failed to appear. Summary:

ONE-MILE NOVICES.—H. L. Caldwell, Boston, 3m. 20s.; J. H. Slade, Jr., Boston, 3m. 26 1/2s.; L. W. Briggs, Boston, 0; W. C. Mackie, Boston, 0; J. P. Donovan, Suffolk, 0. Won easily.

TWO-MILE BICYCLE, SCRATCH.—P. J. Berlo, So. Boston, 7m. 01s.; Walter East, East Cambridge, 7m. 06s.; H. H. Porter, Boston, 7m. 14s.; W. W. Matthews, Woburn, 0. Berlo led from start to finish.

TWO-MILE LAP RACE.—Caldwell, 20 points; Berlo, 17; Drummond, 10; Caldwell finished first in 8m.; Berlo, 8m. 30s.

THREE-MILE BICYCLE, SCRATCH.—Caldwell, 11m. 20s.; Berlo, by a half wheel, Benson, by a half dozen lengths; East, 0.

One-mile Consolation.—Drummond, 1st; Briggs, 2d; Matthews, 0; Mackie, 0; Porter, last. The victory of Drummond, who is a "cullud gemman," was uproariously greeted by the dark division.

The prizes for each event were gold and silver medals.

The officials were: Committee—P. J. Maguire, Chairman; Charles W. Smith, Nathan G. Smith, William B. F. Whall, John W. Hayes, Thomas F. Nunan, Andreas Blume, James H. Sullivan. Officers—Referee, M. J. McEttrick; Judges, J. C. Morse, L. Porter and P. T. Sullivan; Clerk of the course, Charles S. Howard; Starter, Charles H. Orr; Timekeeper, Thomas F. Hunt; Scorer, Jacob Schaeffer.

ROWE vs. McCURDY.

The much discussed three-mile handicap bicycle race between W. A. Rowe and A. A. McCurdy, of this city, Rowe to allow McCurdy three hundred yards, for one hundred dollars a side and the gate receipts, took place at the bicycle park about 7:30 o'clock last Friday evening, in the presence of nearly three hundred spectators, including many ladies. Rowe was not equal to the task, but the result was no surprise to many, owing to the speed that McCurdy had been showing in practice and the fact that he had once beaten Rowe with that handicap. Rowe rode his Columbia racer and McCurdy a Star. Rowe finished the first mile in 2m. 36 1/2s., having reduced McCurdy's lead to about one-third of a lap. Two miles were completed by Rowe in 5m. 24 1/2s., with McCurdy a sixth of a lap to the front. It was noticed at this point that Rowe was letting up and not gaining fast enough to overtake McCurdy. On the next to the last lap Rowe shook his head despondently to his friends and that settled it in their minds. Rowe completed the three miles in 8m. 15s., about fifty yards behind McCurdy, who stuck pluckily to his work from start to finish, and was cheered on by his admirers. The time by miles was 2m. 36 1/2s., 2m. 48s., 2m. 50 1/2s. McCurdy's time was not taken.—*Lynn Bee.*

THE LYNN RACES.

The race meet at Lynn on the afternoon of July 4, was attended by about 1,200 people, including a number of wheelmen from Boston and neighboring cities. The races were very interesting, the time good, and Rowe gave an interesting mile exhibition. Summary:

One mile Novices.—E. Bergholtz, Lynn, 3m. 09s.; J. F. Lang, Lynn, by twenty yards; W. C. Wheeler, Lynn, 0; C. R. Carlton, Lynn, 0; W. J. Floyd, stopped on home-stretch. Prizes, gold and silver medal.

Three-miles Amateur Handicap.—H. C. Setchell, Cambridge, scratch, 8m. 51 2-5s.; Edward Bergholtz, Lynn, 250 yards, by thirty yards; F. M. Barnett, Lynn, 250 yards, 0; D. E. Hunter, Salem, 75 yards, 0; F. S. Hitchcock, Lynn, 325 yards, 0. Prizes, silver watch, gold ring.

Three-miles, Professional Handicap.—Horace Crocker, Newton, 200 yards, 8m. 44 4-5s.; A. A. McCurdy, Lynn, 300 yards by 40 yards; J. H. Shurman, Lynn, one lap start, stopped on last lap. W. A. Rowe, Lynn, scratch, refused to start on account of the large handicap given McCurdy. Prizes, \$35 and \$20.

One-mile boys' handicap.—W. H. Senter, Rockland, scratch, 3m. 04 3-5s.; H. O'Neil, Boston, 50 yards, 2d; A. Martin, Lynn, 125 yards, 0; J. T. Mellsop, 100 yards, 0. Prizes, gold and silver medals.

Two-mile Tandem Tricycle.—D. E. Hunter and mate, Salem, 6m. 53 2-5; C. E. Whitten and mate, Lynn, 2d, by 20 yards; Geo. S. Porter and mate, lost pedal and slowed up. Prizes, gold-headed canes and gold watch chains.

Two-mile Professional Handicap.—Horace Crocker, Newton, 150 yards, 5m. 51s.; A. A. McCurdy, Lynn, 225 yards, by several lengths; J. H. Shurman, Lynn, 425 yards, stopped on last lap. Prizes \$25 and \$15.

Two-mile Amateur Handicap.—E. Bergholtz, Lynn, 235 yards, 5m. 51 1-5s.; F. M. Barnett, Lynn, 235 yards, 2d; D. E. Hunter, 50 yards, 0; F. S. Hitchcock, Lynn, 275 yards; George Collins, Lynn, 235 yards, 0; Wm. Wheeler, Lynn, 275 yards, stopped.

One-mile Bicycle Exhibition.—W. A. Rowe rode a mile in the very fast time of 2m. 35 3-5s., being aided by Crocker on the second lap.

One-mile Tricycle Exhibition.—John T. Williams made an attempt to lower the tricycle record; but could do no better than 3m. 11 3-5s.

One-mile, ride and run.—W. H. Senter, Rockland, Mass., 4m. 54 3-5s.; J. F. Lang, Lynn, second.

The officials were as follows: Referee, W. W. Stall, of Boston; Starter, E. G. Young, of Lynn; Clerk, J. H. Young, of Lynn; Judges, T. F. Tully, Lynn; R. A. Neilson, Boston; E. M. Durgin, Lynn. Timers, E. E. Merrill, Boston; O. S. Roberts and George E. Butler, Lynn; Scorers, E. L. Story, E. J. Phelan, Charles Batchelder, Lynn; Umpires, Charles Buterick and C. E. Ingalls, Lynn.

RACING AT STANFORD, KY.

Saturday, the 2d, was a big day for the town of Stanford, Ky. The wheelmen were out in force to attend the races, and the jubilee lasted all day. The roads were dry and dusty and the track was hilly. A good crowd was present, including many ladies. Wheelmen from Lebanon, Danville, Louisville, Richmond and Lexington were there and about fifty wheels were on the grounds. There was much betting. All the racers were strangers to each other. Following is a list of the races:

1. Championship of Lincoln, Boyle, Garrard, Marion and Madison Counties. One-half mile—P. Werdinger, Stanford, 1; time, 1m. 45s.; R. E. Turley, Richmond, 2; Jno. Taylor, Danville, 3.
2. Mile dash, free for all—Edward H. Croninger, Covington, 1; time, 3m. 24s.; C. H. Jenkins, Louisville, 2; A. Weidinger, Stanford, 3.
3. Lincoln Co. Championship. Quarter-mile heats—W. B. Penny, Stanford, 1, 2, 1; time, 44 seconds; R. T. Hail, Stanford, 2, 1, 2; J. B. Hobbs, Stanford, 3, 3.
4. Mile dash. Open—J. F. Adams, Louisville, 1; time, 4m. 5s.; J. W. Goodin, Elizabethtown, 2; Rob. White, Stanford, 3.
5. Five miles—Edward H. Croninger, Covington, 1; time, 15m. 17s.; C. H. Jenkins, Louisville, withdrew after riding 3 1/2 miles. NORR.

CLEVELAND RACE MEET.

About five hundred persons were present at the annual race meeting of the Cleveland (O.) Bicycle Club, held at Athletic Park on June 22. The high wind was against the making of fast time, and there is nothing special to record. A summary follows: Half-mile, bicycle—J. T. Huntington first, in 1m. 30 3-5s.; 1m. 46 1-5s.; W. S. Upson second. One-mile, tandem tricycle—T. H. Boggis and J. P. Root, 2os. start, first, in 3m. 41 1-5s.; George Collister and J. T. Huntington, scratch, second, by a yard. Quarter-mile, bicycle—G. B. Childs, thirty-five yards start, first, in 41s.; John Sherwin, twenty-five yards, second. Half-mile, tricycle—George Collister first, in 1m. 46 1-5s.; F. P. Root second. Two-miles, bicycle—G. B. Childs, fifty yards, first, in 7m. 30s.; F. P. Root, scratch, second. Quarter-mile, bicycle—E. J. Doubt first, in 42 2-5s.; W. S. Upson second, by a wheel. The other events were postponed owing to rain. Referee, F. L. Cassleberry.

PROFESSIONAL RECORD-BREAKING.

At Wolverhampton, on Friday evening, 17th inst., R. Howell, the professional champion, made a successful attempt to lower the records standing to the credit of W. M. Woodside, and made a few days before at the Coventry track. The evening was a fine one, and the track in splendid condition.

Howell's Time for each Mile. Previous Record.

	M. S.	M. S.
1	.. .. 2 43	
2	.. .. 5 27*	5 32 4-5
3	.. .. 8 20*	8 33
4	.. .. 11 10*	11 29 2-5
5	.. .. 13 56*	14 20 1-5

*Record.

HILL CLIMBING CONTEST.

MANCHESTER, N. H., July 2, 1887.—The hill climbing contest of the Manchester Bicycle Club took place on Hanover street this afternoon. The distance, one-quarter of a mile, was covered by the winner, President F. C. Moulton of the Bicycle Club, in 1m. 17 7-8s.; C. H. Fish, 2d, 1m. 25s.; C. E. Temple 3d, 1m. 35s. M. Sheriff was starter, A. H. N. Davidson timekeeper, and H. N. Bennett, E. P. Laing, W. E. Eastman and Harry Clay judges.

ANNUAL MEET OF THE C. W. A. AT BRANTFORD.

JULY 1, 1887.

The fifth annual meet of the Canadian Wheelmen's Association took place here to-day, and was a great success.

In the morning the annual business meeting was held in the Opera House. The Mayor and several Aldermen made appropriate addresses of welcome to the visiting wheelmen, after which President Karn called the meeting to order and called on the Secretary-Treasurer, Mr. Hal. B. Donley, for reports, which proved very satisfactory. The Association has at present a membership of over 1,000 and has a balance of two-hundred and fifty dollars in the treasury.

The official organ, the *Canadian Wheelman*, instead of being a burden has, during the past year, under the able management of Mr. J. S. Brierly, not only been self-supporting, but has a credit balance of one hundred and thirty dollars.

After finishing the reports, Mr. Karn called for nominations for President for the ensuing year. It was expected there would be a sharp contest for the presidency, but when Mr. J. D. Miller, President of the Montreal Bicycle Club, and Vice-President of the Association, was nominated, all opposition disappeared and he was elected unanimously. Mr. W. P. Way, of Belleville, was elected to the Vice-Presidency without opposition.

After a vote of thanks to the retiring officers, the meeting adjourned.

The parade started at about 1:45 P.M., with four hundred wheelmen in line, and after "giving the girls a treat," proceeded to the Fair Grounds, where the races were to take place.

The half-mile horse track was in good condition, but could hardly be considered fast for bicycles, as the time of the races proves. The track is entirely exposed to the sun's rays, and the heat was intense. It was estimated that over 4,000 spectators witnessed the races.

For one thing the managers of the meeting deserve censure. There were no marshals to keep the track clear, and spectators crossed the course at will. Fortunately no accidents happened, but

the racers in the ten-mile event barely escaped a collision with a carriage crossing the track, and must have lost fifteen seconds time. While Mr. C. R. Fitch, of Brantford deserves great credit for his work as Secretary of the Meet Committee, he should not have taken the position of Chief Marshal and taken part in the races himself.

The Toronto Wonders, having the greatest number of mounted men, seventy in line, were awarded the prize offered for the largest representation of any club.

The first event on the programme was a two-mile Green Race, and was won by J. Robertson of Montreal, in 6m. 34s., with D. Naismith of Toronto, second by a yard. There were ten starters in this race, and it was considered one of the best of the day.

Three-mile Lap-Race.—Harry Davies of Toronto, first; M. F. Johnson, Toronto, second. Won easily. Davies took four laps and retired.

One-mile Brantford Bicycle Club Championship.—C. R. Fitch first; time 3m. 7s. Chas. Duncan second. A good race.

Half-mile Dash.—H. P. Davies first; M. F. Johnson second; time 1m. 42 1-2s.; Won easily.

One-mile Safety.—A walk over for F. Fane of Toronto; time 3m. 19s.

Five-mile Championship.—Fred Foster, Toronto, first; time 32m. 32s.; H. P. Davies, Toronto, second. Don't think the above time incorrect, as it is not, for a worse piece of jockeying has never been witnessed at a Canadian cycle race meet. The above two were the only starters and each was determined to force the other to make the pace and it proved a veritable "slow race." The audience, losing patience, hissed them heartily, and after several miles of trifling the men were warned by the referee that the race would be declared off if they did not stop loafing.

One-mile Tricycle Championship of Canada.—D. Naismith, Toronto, 1st; time 4m. 5s.; A. F. Lane, Montreal, 2d.

One-mile Bicycle Championship of Canada.—H. P. Davies, 1st; time 3m. . . s.; Fred Foster, 2d, by a few inches. Davies beat Foster in the finishing spurt.

Ten-mile Open.—Fred Foster 1st; time 33m. 50s.; E. P. Baird, Montreal, 2d, by a wheel; M. F. Johnson, o.; H. P. Davies, o.; D. Naismith, o. This proved the best race of the day. Baird made the pace from the start and all but Foster had dropped out at three miles. At five miles a buggy drove across the track in front of the racers and Baird barely escaped a collision, while Foster only got out of the pocket by riding clear out into the field. The former gained fifty yards by this but slowed up and waited for Foster. The race then continued at the same heavy pace, (track heat and heavy wind, considered). Baird struggled to shake Foster off but the latter though plainly exhausted clung to the Montreal man's little wheel. The last-half mile proved a grand struggle. Coming up the home stretch it seemed any man's race, but Foster's spurring abilities saved him the race, and he won by about a wheel. It was reported that Foster fainted on reaching the dressing-room.

Half-mile, Without Hands.—M. F. Johnson, 1st; time 1m. 35s.; C. R. Fitch, 2d.

One-mile Open.—H. P. Davies, 1st; time 3m. 4s.; M. F. Johnson, 2d; C. R. Fitch, 3d.

After the races the young ladies of Brantford gave the visiting wheelmen a delightful spread and waited on us themselves.

In the evening the prizes were presented in the Skating Rink and the Toronto Wonders gave a most excellent drill of eight men.

WHITTAKER vs. STONE.

The road race from St. Louis to DeSoto and back between S. G. Whittaker and Percy Stone, is eagerly looked forward to by St. Louis riders. Anent the race, we clip the following from the *Post-Dispatch*:

"The date selected for the race is July 10. Greenwood was willing to race on the 3d, but at the request of Stone it was deferred a week. The start will be made from the Missouri Club-house between four and five o'clock A.M., nearer five than four. The route will be Pine street to Jefferson avenue, the Stringtown road to Point Breeze, and then straight to De Soto, forty-five miles distant, where the turn will be made. Checkers will be placed at Pine street and Jefferson avenue, at Jefferson avenue and Stringtown road, at Point Breeze, at Bulltown and at De Soto. The officials of the race, as already selected, are: Judges, N. H. Hawkins, and R. E. Lee; Referee, J. Frank Hackstaff; Starter, J. H. Taylor; Checkers, W. H.

Wylie, Jones Irvine, Alex. Lewis, F. J. Suda, Frank Mehbig. The record for the distance is ten hours, made by Greenwood a few weeks ago.

"Ever since the race from Manchester to Forest Park in the Fall of 1885, when Greenwood was badly beaten by Stone, the feeling between the two has intensified until it culminated in Hal's challenge in the *Post-Dispatch* about a month ago. There is little choice between the two in the present race, and nobody is willing to risk his reputation by picking the winner. The De Soto road being the most hilly in the country, it is presumed that Greenwood's wheel, the Star, will give him an advantage in spurring down the rough steep grades which will neutralize Percy's greater speed. If Stone wins, it is thought he will have to gain a big lead on the levee between St. Louis and Maxville. Percy will not ride the Safety, but his fifty-five-inch Crank, which was specially built for him. Both men are in good condition and training hard."

A BICYCLE AMBULANCE.

We find in our excellent contemporary, *Indian Engineering*, an account of a novel contrivance in the shape of a bicycle ambulance, which has been designed by J. E. Whiting, M. A., M. Inst. C. E. Mr. Whiting lately had occasion to design and put together this device for a sick lady, who was unable to bear the motion of either phaeton or dhoolies on her way to the hills. The ambulance consists of the chief parts of two bicycles from which the trailing wheels and the treadles have been removed. A bamboo is very securely strapped to the trailing or curved bar, and lies above the bicycle seats—holes being made in the under surface of the bamboo so as to admit the projecting pins or pivots over each wheel. The bamboo then keeps the upper parts of the wheels apart at a suitable distance to admit a hammock, which is attached to the bamboo by its ropes, and has its ends resting on the two seats of the bicycles. The tails of the bicycles are turned toward each other, and two light teakwood rods are attached to the jaws of these tails, one on each side, by the bolts or axles of the (omitted) trailing wheels. These bars keep the lower parts of the structure rigidly apart. Two cross bars are strapped to the handles of the bicycles, and pass under the longitudinal bamboo. The cross bar over the rear wheel has two light iron rods with hooks attached to it; these hooks fit into eyes or staples in the longitudinal bamboo, and so as to keep the rear wheel in plane with the bamboo, the iron frames and the teakwood rods. The front wheel with its cross bar is free to turn about a vertical axis, as usual, in order that the ambulance may take curves and be guided. Four men, with a little training, run the ambulance easily and safely—they must each hold the central bamboo with one hand and grasp the end of a cross bar with the other—and they can tilt the wheels to one side, when they admit or let out the invalid from the hammock. Should this form of ambulance prove suitable for hospitals or field service, plain stretchers or hammocks with stiffened sides could, of course, be used, and could be slung over easier springs than those under bicycle seats; but the wheels can only be used as wheels over smooth ground, and should be as light as possible, so that the men could lift the ambulance over obstacles and over rough ground, or when they have to turn sharp corners. When tired, the dhoolie-men would rest the load on the wheels, and whenever they came to a good track they could go ahead. This bicycle ambulance runs perfectly smoothly on good roads, and may be made as light as a dhoolie, so as to be carried as a dhoolie when necessary. Mr. Whiting thinks it is probable that for general use cheaper wheels and frames will be used than those of patent and expensive bicycles. The inventor finally expresses a hope that the plan may be of real service, and answer as well in other cases as it did on the road to Mahabeshwur, and that readers should kindly suggest such improvements as they may find by experiment desirable.—*Invention*.

At the Jubilee races, held June 20 and 21, Howell and Temple rode a series of races. In a quarter mile dash, Temple fairly beat Howell, by a superior home-stretch spurt; time, 39s., equaling the professional record. A mile match race was won by Howell in 2m. 52 4-5s., Temple being beaten four yards. Temple got even by winning the half mile in 1m. 25 1-5s., Howell being second by a yard.

SUN-GODS.

[For the WHEEL.]

Who are these, gaily bestriding wheels?
Sunday worshippers of the sun and air,—
Sons and heirs on the earth's heritage,—
Muscular Christians, road fiends and *tandemons*.

Whence come they, knee-breeched and coatless?
Whither do they go mid clouds of dust?
Only the Lord knoweth their habitations,
And the deuce only knows their destination.

Clods and rough shards strew their pathway,
Lilies bloom in the vale and on the hillside;
The yeoman rolls the hot earth, the tumble-bug
his ball;

Yet none of these do toil and spin as doth a cyclist.

My brother is a curly-haired boy;
A blue-eyed, pure and milk-white amateur;
If my brother stumbles and falls by the wayside,
Shall I give him away to the racing board?

I will join the gang,—these worshippers of nature
Who have tasted the sweet waters of the soda
fountain.

I will attain with them the supreme heights of
joy,—

Twenty miles in an hour and fifteen minutes with-
out a dismount.

CHARLES RICHARDS DODGE.

**THE LONG ISLAND WHEELMEN'S
"SMOKER."**

The Entertainment Committee, "L. I. W.," propi-
ated the braves of the wheel with another war
dance and "smoker" on Wednesday evening, June
29, announcing it to be the last of the kind before
the club takes possession of the new club house.

Chaps, Brown, Monell, Starrett, and Crafts had
been in-mysterious consultation for several weeks
prior to the "smoker," and the explanation of their
secret machination was disclosed when Mr. Monell,
with much solemnity and ponderous signifi-
cance, deposited on the club room table, a large
teabox, containing, as he announced with porten-
tous gravity, the grand prize for which the "L. I.
W." musical and dramatic aspirants were to com-
pete.

After Harry Hilliard had sung, Mr. Vernon re-
cited, and a few musical productions rendered, the
commencement of the competition was announced.
Dr. Hudnut surprised his club-mates by his very
excellent singing. The Doctor's medical cares
make him pre-occupied, and the boys have little
opportunity to know what a jolly fellow he is when
the spirit of mischief gets possession of him. His
dark eyes sparkle, and he envies in unexpected
outbursts even the erratic and gymnastic "Star,"
which he sometimes persuades to accompany him
down the road.

Capt. Luscomb then read an ancient clipping
from some newspaper, concerning cats.

Mr. Lamberson rivalled in the development and
entangling disposition of his beautifully moulded
legs, the leading premiers of the ballet, and his
manipulation of the mouth-organ was character-
ized by a careful earnestness only comprehensible
to a spectator.

Sixty Donaldson then sang, but owing to his un-
usual height, it was not until after he had con-
cluded, that the first notes reached the audience—
they had such a distance to fall.

After Mr. Brown had delivered an excellent
reading, six wicked members of the club, Messrs.
Alden, Donaldson, Crafts, Stanett, Brown and
Monell, performed a musical feat of strange con-
ception and discordant execution. It can neither
be described nor likened to anything now known.
The first four gentlemen were responsible for its
noise. Messrs. Brown and Monell held the music
with a devoted grace and abandon which clearly
exhibited their past experience in this line.

When the performance had concluded and the
members and guests sufficiently destroyed the
cake, ice cream, sandwiches and lemonade—we
may mention in passing, that the chief consul
knows ice cream when he meets it; the corn-cob
pipes, long stem and short, according to the con-
venience and build of the wearer, were produced,
and amid safety burning clouds of tobaccan odor,
the entertainment committee announced that Mr.
Clapp had been awarded the prize in recognition
of his good sense in not competing.

Captain Luscomb then advanced, earnestly con-
gratulating the winner, taking him through ancient
history and piling upon his unsuspecting shoulders
a load of polysyllabic English. We quote from
the presentation speech:

"It has been with feelings of admiration, un-

expressible in intensity, that we have hung with
frenzied preoccupation upon your passionate
utterances. We have felt the fervid fevers of
spontaneous and irresistible impulse coursing
through our veins, until every wheel in the room
has buckled itself with excited sympathy. Breath-
lessly and lingeringly, even as the young maiden
dwells upon her lover's lips, or as the club surgeon
clings upon his 'Star,' have we listened to the
murmured music of his voice. With enraptured
and yearning gaze, even as our love-like tricyclist,
fondly, yet eagerly searches the innermost depths
of the fair widow's lustrous orbs, so have we,
entranced, drunk in, with sparkling, bubbling,
brimming enthusiasm, your magnetic presence,
our breasts heaving, tumultuous, as the billowy
bosom of some light, budding and blossoming
beauty. Nay more. Quiet and neglected be the
silent steeds; untouched yet seductive, stands the
free lunch; inviting yet unconsumed, rises the
fragrant tobacco, and the virgin pipe, unsalivated,
reclines in alabaster repose."

Mr. Clapp's response was the feature of the
evening. Its rhetorical and oratorical effect could
not have been surpassed, and when, at the close
of his eloquent outburst, he waved the beautiful
prize aloft, until it sparkled aloud in protest, the
audience rose and quieted him.

So closed the prize smoker.
Notwithstanding that sixteen members were
added to the club roster at its last meeting, eleven
new names have since been posted on the bulletin
for action at the July meeting. Thus the L. I. W.
prosperes.

**AN ENGLISH ESTIMATE OF "X. M.
MILES."**

Below we republish *Wheeling's* critical review of
Karl Kron's work. We find ourselves in hearty
accord with every assertion in this most polished
critique, and we hope its perusal may place the
work in a new light, to those who have regarded
it as an intangible curiosity, a mere trash basket
of accepted and long discovered bicyclic facts and
fancies:

"To many people the name of this book will
bring recollections of doubts and fears expressed
in the pages of the cycling journals as to the proba-
bility or no of its ever making its appearance. The
Greek Kalends and Karl Kron's book were by many
assumed to be synonymous, but the hope deferred
has at length been fulfilled, and we are in posses-
sion of what may truly be called the first classic
of cycling literature.

"Consisting of eight hundred pages, well and
closely printed, the book offers a store of informa-
tion which we shall not exaggerate by describing as
simply marvellous. To the wheelmen of the world
it appeals, its interests being in no way circums-
cribed by the limits of the American Continent.
The author, as observers of literary style may
have gathered from the many ingenious letters
which have stimulated public interest in him and
his work during the past years, is possessed of a
vein of smart American humor, which illuminates
the dry text of his book from beginning to end. In
places such as the inimitable chapter devoted to his
bull dog, 'Curl,' he soars to a pitch which reminds
the reader very forcibly of Mark Twain and Max
Adeler, and the cyclist who loves his dog will read
this chapter over more times than once. To 'Curl,'
whose noble and expressive features act as frontis-
piece, the book is dedicated, and there is a certain
pathos in the selection.

"To review this book is difficult, to find fault
with it well-nigh impossible. It is what it pur-
ports to be, a description of ten thousand miles
traveling by bicycle in the New World, and we
venture to say that the reader who conscientiously
examines its wonderful collection of facts and
fancies will rise from his perusal with a knowledge
of America, her roads and scenery, which no other
book in existence will afford him. The platform
of the book is much higher than that of its English
contemporary of the Badminton series, the utili-
tarian element appearing at a much higher rung of
the ladder than that represented by the 'How to
Ride' stratum. There is many a noble thought
nobly expressed in this book, with its bold origi-
nality of style and daring impudence of advertise-
ment and egotism. Karl Kron is well read and
entirely free from superficialism, a searcher after
truth and a merciless prober of what he considers
offences. His chapter on the 'Literature of the
Wheel,' embraces pretty nearly everything which
has ever been printed in connection with cycling in
the Old World and the New, and certainly no such
compendium of information has ever before ap-
peared.

"In concluding this notice, we may finally say
that *Ten Thousand Miles on a Bicycle* teems with
valuable information, supplied in witty phraseology,
and as a work of standard reference and exhaustive
interest is likely to remain for many a day unrival-
led. In addition to a literary taste, the book is
distinctly appetizing from the mingled acidity and
simplicity of its style."

KENTUCKY KRONICLES.

The long-promised races of the Avondale Bicy-
cle Club came off at Carthage, Ohio, last Saturday,
the 2nd. A large number of wheelmen were
present, but as the affair was not gotten up to make
money the public was not out in force. The judges
were: James Landy, E. F. Landy and Tip Kirby;
Scorer, J. J. Archibald. The track was in good
condition, though somewhat dusty from the long
drought. The following is a summary of the
racing:

First Race—One mile—Championship of three
cities and the *Sun* medal.—Bryson Burroughs, 1st;
time, 3m. 07½s.; Thos. Wayne, 2d. This is the
second time Burroughs has won the medal, and he
has only to do so once more and it is his.

Second Race—Half-mile heats.—H. B. Bur-
roughs, 1st; time, 1m. 34½s.; C. T. Estabrook,
2d; F. Address, 0; Mackelfresh, 0.

Third Race—100-yards sprint handicap.—Millar
(4 yards), 1st; time, 11 1-5s.; Waters (scratch), 2d;
H. Justis, Brady and Wallace, 0.

Fourth Race—Half-mile Safety.—Arnold Wilke-
liny, 1st; time, 1m. 44¾s.; C. T. Estabrook, 2d;
Waters, 3d.

Fifth Race—One-mile open.—F. Address, 1st;
time, 3m. 19¼s.; Thos. Wayne, 2d; Smith, did
not finish.

Sixth Race—One-mile handicap.—H. B. Bur-
roughs (scratch), time, 3m. 07s.; Address, 85 yards;
Bebb, 150 yards, and Rowe, 175 yards, came in in
the order named.

Seventh Race—One-mile Consolation.—Thos. L.
Wayne, 1st; time, 3m. 20¼s.; C. T. Estabrook,
George Burroughs and Freen in the order named.

The Kenton Wheel Club boys failed to appear,
so their five miles championship was not run.

They were all too intent on going on the Ken-
tucky tour, except Al. Watcher, and he was laid up
with throat trouble.

The prizes offered at Carthage were ball-pedals
in second race; Smith revolvers in the sprint and
half-mile Safety; K. of R. lamp in one mile;
silver cup in Consolation.

After the races a large number of those present
started for Washington Court House, Ohio, where
they will attend the races on the Fourth.

Mr. W. C. Verhoeff, of Louisville, Ky., was at
the Kenton headquarters last Saturday.

The Kentucky Tour.—Some dozen or so of
cyclers left last Friday and Saturday for the interior
of Kentucky to take in the trip mentioned in last
week's "WHEEL."

Edward H. Croninger, Charles Reynolds, and
T. J. Creaghead left on Friday by train to race at
Stanford.

On Saturday morning at four A.M., Ed. Tozier,
of Cincinnati; Len. Smith, of Newport; Ed. Toie,
of Covington; and Lev. Perrin, of Wyoming,
O., left by pike to make the ride to Lexington,
Ky., in a day. I have not yet heard whether they
made it or not.

On the 8:47 P. M. train over the Kentucky Cen-
tral Railway, Charles Hanane, Charles Croninger,
"Butch" Croninger, Bob. Taylor, of Newport,
and Ed. Kerr, of Conington, left to join the rest.

A fine time is anticipated, and from the looks of
the crowd no fun to be had will be overlooked.
They spent Sunday at High Bridge and will thence
wheel to Blue Lick Springs. Of this trip and the
races at Stanford I will be compelled to postpone
writing until I get further particulars of the same.

Wheeling has lost caste at Princeton, Ky., Ed.
Johnson, the only wheelmen there, sold his wheel
not long ago and got married. According to good
authority, four or five colored boys are now enjoy-
ing, jointly and separately, the pleasures of cycling
and hence wheeling is looked down upon.

Speaking of colored bicyclers reminds me that
Cincinnati's only darky wheelmen, while riding on
Race street in broad daylight some time ago, took
a most terrific fall, smashing his wheel, himself
and jamming his leg full of spokes. He says he
would not mount a wheel again for anything. All
right, Mr. Coon, it was your own fault, so we will
not entreat you to remount.

A Covington wheelman performed a unique feat last week. He was riding leisurely down a street one morning when some loose steers, which had evidently strayed from the stock yards, came ambling by. This wheelman, always on the lookout for number one, undertook to drive the bovines back to the stock yards, and he did it successfully without much trouble and without dismounting. On arriving at the stock yards he received the usual fee of \$2 each allowed persons for returning strayed cattle.

"Ten Thousand Miles on a Bicycle" struck this vicinity last week, and those who have been jeering at poor old Karl for the last couple of years now wish they had sent on their names and had them printed with the 3,000.

The book is an ornament to any man's library, and I shall always esteem it a valuable acquisition to mine.

NORB.

ATHENIAN WHISPERINGS.

I chanced to touch upon the subject of tricycle riding by the fair sex, a week or two since, and have plunged myself into trouble, for now the editor desires me to give some attention to this branch of the sport. I sincerely hope, however, he will not expect me to consider costumes, for to tell the truth I don't know the difference between "slashed" and "cut bias."

I began a little missionary work some days ago with a lady friend, whose ten-year old hopeful rides a boy's bicycle, but she wouldn't enthuse worth a cent.

"I do not care to ride the tricycle," she said, "for it isn't pretty."

I naturally expressed surprise at her reply, and asked her to explain what she meant. Then she described to me the appearance of some feminine tricyclers she had observed on Boston thoroughfares, at different times, dwelling particularly upon their heated faces, and, as she expressed it, "the unbecoming way that they moved their feet and flirted their skirts." I have only seen three lady riders since our little conversation, but you may be sure I noted them closely. One was a girl of fifteen, perhaps, who was riding a machine far too heavy for her, and her swaying from side to side, upon the saddle, made me tired to look at her. Number two was riding with a gentleman, and was mounted upon the front seat of a tandem. They were coming to a smooth stretch of road, as I approached, and speeding up, until they had reached a good eight-mile gait, I began to appreciate my friends objection. The lady was becomingly dressed and rode well, but the additional speed, with riding against the wind, caused her skirts to cling to the lower part of the limbs, and at every throw of the cranks,—which doubtless were out to their full length,—the knees were made to play against the skirts in an "unbecoming" manner, truly. Perhaps if I had not heard the criticism of my lady friend I should not have noticed the "flirting" of the skirts at all, and only appreciated the fact that the couple were having a jolly run, and were enjoying it hugely. Only last night I saw another lady upon a tricycle, riding in company with a half grown boy. The lady had a charming costume, rode with head and shoulders erect, and pedaled so beautifully that she seemed to be floating over the ground, the tips of two dainty feet just peeping out from beneath the skirt, alternately, as the pedals moved up and down. Then the boy's wheel was only a little larger than the drivers of the tricycle, and together they made a picture that I wish my friend could have seen. As the peculiar prejudice of my acquaintance—and she is a fair minded woman—may be shared with other ladies who do not ride, and who are only able to form their opinions from what they see, it is to be hoped that the thoughtless wheelwomen are the exception. In future, when out upon the road, I am going to study into this question of *form* in riding, as relating to the gentler sex (by form I do not mean "figure,") and try to ascertain the real cause of prejudice. If it is the gait of eight miles an hour, the gentlemanly rear riders must slow up; if it is the long cranks, there should be concessions between *extra power* and *appearance*; but if it is only a little lack of grace,—but, oh! this cannot be,—then the fair devotee of a noble sport must study the movements of her more graceful sisters, that Dame Grundy may be forced to hold her carping tongue. A woman on a tricycle, and everywhere, for that matter, should be a thing of beauty, which, we are told, is a joy forever.

The following, from the *Globe* of last week, explains itself:

"The Massachusetts Bicycle Club wound up its

affairs as a 'club' last Tuesday evening, when the members met at the quarters, 152 Newbury street. About thirty-five members were present and the special business embraced the hearing of the report of the special committee, consisting of Messrs. Slocum, Miller and Parsons. Mr. Dodge occupied the chair, and Mr. Slocum, for the committee, reported all the property of the club as formally transferred to the corporation, which assumes all the liabilities, in amount about equal to that of the assets of the old club. The report was accepted, and the club voted therewith to disband. Persons having wheels at the clubhouse are requested to call and take them away at the earliest opportunity, and thereby avoid any expense incident to storage."

Commenting upon an editorial in the *World*, recent records made in races against time, the L. A. W. *Bulletin* states that the League has accepted no other for more than a year. The further information might be asked if the long list of world's records, so made, that are claimed by the manufacturers of a particular make of wheel, have been thrown out by the L. A. W. If not, the action reminds one of the case of the patent medicine manufacturer who plastered the mountains of New Hampshire all over with his hideous advertisements and then got the Legislature to pass a law against defacing nature, to keep out other advertisers.

There is a good deal of humbug about advertising, anyway, and especially in regard to the testimonial business. No doubt President Kirkpatrick was honest when he wrote that extravagant recommendation of the Cunard Tandem, which has been so widely published in journals up to, and including the date, June 24. It shakes one's faith a little in human nature, however, to read in the same journals, one week later, over the signature of the firm pushing these wheels, that "The Cunard Cycles are useless, which statement is endorsed by prominent wheelmen." A testimonial, like an after-dinner speech, is more likely to be made up of kindly feeling and good-natured gush than of moderate, careful statements, and is, to that extent, misleading. "It is as nearly perfect as I believe this type of machine will ever be," does not rhyme well with "overwhelming complaints make them desirous of handling wheels calculated to give greater satisfaction."

The Kirkpatrick saddle is now so well known that it needs no recommendation, but I am reminded at this point of a little story: The lamented Cola Stone and two other wheelmen were in conversation, at Springfield, two years ago, and were standing near to a tent, (I think), where were displayed a number of these saddles. The inventor and patentee joined the group just as one of the party had asked: "Cola, what do you think of the Kirkpatrick saddle?" "Think of it," replied the racer, "I wouldn't give a whooping — for a barrel full." Then he was introduced to "Kirk" and after the laugh, conversation was resumed.

Several nice stretches of sand-papered surface, hereabouts, have been sacrificed recently to the march of "improvements" in the shape of new street car lines. The three miles between Melrose Highlands and Sangus, has been a very fast stretch of road through a charming country. The road from Malden to Lynn, also has been a favorite one, at least to that point where the street car line began in East Lynn; but now these two stretches have succumbed to the pick and shovel brigade, and their glory has forever departed. A horse railroad is an abomination in any part of a good highway, but when placed in the centre of the road (instead of at the side), it is doubly so, and especially when the highway is of only moderate width.

It is just possible that a delegation of the Capital Club, from Washington, will strike Boston during August, as Bart Owen's "Capital Outing" to Cottage City, via Norfolk, is to be repeated if a sufficient number of club members to make up the requisite party will finally conclude to go. In that case the trip to Boston will be by steamer, and Mr. Dodge, who is an old member of the club, and is still connected with it, has promised them a jolly four days' tour over some of our best roads. Every Summer brings a few of the Capital boys into our midst, to enjoy eastern cycling, and it is strange that more Boston wheelmen are not drawn southward at a later period, to take in the famous Shenandoah Valley tour. I have just heard of a couple of jolly fellows who propose to take this tour in

August, upon a Sociable, and I should dearly enjoy being number three of the party. They will make a ten days' trip of it, making the start from Washington, proceeding via Frederick, thence up the valley to Staunton and to the Natural Bridge. In the matter of quiet, *solid enjoyment*, your small party, of congenial friends, comes out a long way ahead of the party of numbers, where the fun is of the fast and furious kind.

Fourth of July falling on Monday this year, and the Saturday half-holiday being almost generally observed about Boston, numberless two and three days' tours were planned and carried out, in every direction. In some instances they were short club runs arranged to cover the two days, as for example the run of the Maverick Wheel Club to Brockton; others took the form of two days' excursions, like that of the Cambridgeport Cycle Club to Martha's Vineyard, while by far the larger number laid out programmes for Sunday and Monday, with cycling and holiday making, which included a number of longer or shorter runs.

I took in the Brookline Antique and Horrible parade and was taken in. The cycling division being rather more accustomed to scorching runs than slow-races, found it difficult to keep a firm grip on balance and dignity at the same time, and so did not swing into line. Said Capt. Corey, whom I interviewed,—your correspondent being in every day *reporter's* costume,—"You see with all this baby carriage business the procession was too slow for us; when a bicycle stops we have to get off." "Precisely," I replied, recalling sundry painful experiences during the last decade, when my own bicycle had stopped, suddenly. There were three mounted wheelmen in the parade notwithstanding, though their costumes were neither antique, horrible nor amusing. But then, who could expect to be funny at 6:30 A.M. on an empty stomach.

The Fourth of July races on Boston Common, are run by the city government, and beyond a mere attraction for the crowd, for they are free, do not amount to much. One scans the list of officials and contestants in vain for some familiar name. Even W. W. Stall, one of the judges, is only there by proxy. The bicycle, boat and lacrosse races, on the Fourth, the band concerts and the baloon ascensions, all do their part, however, in keeping the crowds out of mischief, so I suppose are well enough in their way.

Somehow there was little enthusiasm at the Lynn races, Monday afternoon, and there seemed to be a very small turn out from Boston. Rowe got his back up because Crocker was given 200 yards handicap instead of 175 in the three-mile race, in consequence of which a part of the crowd was disappointed. The tricycle race was a pretty exhibition of riding, though no very fast time was made. Rowe's exhibition mile which followed, called out the cheers (and some hisses). Time: 2m. 35s. and a fraction, after which John T. Williams attempted to beat his own record, without accomplishing anything very startling. There were no accidents, and with a fair attendance the race was a success.

STYLUS.

THE NEW YORK CLUB'S MILEAGE.

The New York Club added 3,796 miles to its mileage in June, making a total of 10,753 up to July 1. The following is the records of some of the scorchers:

	June.	Total to Date.
Edwin W. Adams.....	7	110
James B. Roy.....	133	338
Edward J. Shriver.....	288	684
Frank W. Kitching.....	68	560
J. Oswald Jimenis.....		494
Henry S. Raven.....	60	271
F. M. Daniels.....	341	1220
George S. Daniels.....	147	525
Charles L. Child.....	114	277
L. O. Macdaniel.....	189	361
Frank Knothe.....	93	256
Harry M. Archer.....	399	543
William B. Weir.....	141	316
Jos. M. McFadden.....	446	1002
Frank H. Kiely.....	56	196
A. J. Patterson.....	144	483
E. M. English.....	260	646
A. L. Paynter.....	236	599
J. H. Hanson.....	354	983
W. C. Montanye.....	89	239
Charles A. Dunning.....	118	192
Charles F. Shultas.....	82	190

THE NEW JERSEY MEET.

It was a big programme that the Jersey boys mapped out for their meet at Orange on the Fourth; but it was carried out to the minute and to the letter. To be sure Old Sol, that meddlesome fellow, had to protrude his red face into the affair and make it warm for the boys as is his wont. But as he is such a good natured chap and has knocked out so often that unwelcome visitor, the Storm God, he was forgiven for his too ardent officiousness. To be sure, if I can use such a paradoxical metaphor, he froze out a hundred or more "tenderfeet," but the rain or shine, hot or cold, contingent was out in full force. Noses reddened, cheeks burned, necks tanned, and perspiration poured down in rivulets; but beaming shiny faces showed the pleasure their owners were experiencing.

The regular announced runs were somewhat neglected, each club on its arrival in the district seeming to prefer to select its own route and go on its own way rejoicing. At 10:45, the hour set for the business meeting, the clubs began to arrive at the Harrison street rink from their runs, until at 11:30 it was safe to say that not a club in the State was unrepresented. The orators gazed approvingly at the vast auditorium and smiled to see that it was ample to receive the great volume of eloquence that was bottled up ready to have its cup drawn at the least provocation. At the hour named Chief Consul Cooley rose in all his might and dignity and rapped the meeting to order. Secretary Pound looked expectant, and I sharpened my pencil to trap any bursts of eloquence that might float my way.

A hush fell over the assemblage and the Chief Consul spoke: "My predecessor has left me no papers, so that I am unable to give you a detailed report of the doings of the last year (a sigh of relief). I congratulate you on the Division's prosperity, both in finances and membership. While not as large as last year, probably owing to no inducement of a road book being offered, there is no division nor friction anywhere. I would suggest that some action be taken towards getting up a new road book, as the present one is imperfect and the edition has run out. The Pennsylvania Division is preparing a new book and I would suggest that we join with them and offer to those who join this year and renew next, one free as an inducement. I am preparing a circular to send out to all those desirable riders in the state who are not already members. I have already a hundred names and I would ask you to send me in all you know of, who would be desirable additions to our ranks. Governor Hill has signed the Liberty Bill, recognizing the (the rest of the sentence was drowned in the storm of applause that shook the building). The Moore case has been placed in the hands of Dr. Brown for investigation, to find out whether Mr. Moore has the right on his side. If he has, you can rest assured the Division will assist him in his appeal to the higher court. We are also fighting the Rosebush case, but have been unable as yet to gain a verdict. The rights of New Jersey wheelmen might, could, should, may, shall, will be preserved." (Great cheering within and then packs of crackers without.)

Dr. Brown nominated Robinson Pound, of Plainfield, for Secretary-Treasurer, and he was elected by a unanimous ballot cast by the Chief Consul, with the sanction of the meeting. Mr. Pound blushed and broke the point of his pencil in evidence of his appreciation of the high degree conferred on him.

Then the road book question came up. Mr. Bergen, a novice, rose for information, and modestly and frankly stated that all he knew about the volume was that it was "a long book with streaks in it (Laughter)." "Why don't you read between the lines?" cried a wag, and the house came down. So did Mr. Bergen. After a little desultory discussion the matter was referred to the Board of Officers, with powers.

A member wanted to know something about the proposed cinder path from New York to Philadelphia, and Dr. Kinch, of Westfield, delivered himself of a verbal prospectus, winding up with a statement that his club would give \$200 towards it. (Applause.) This (the path project, not the applause,) gave Dr. Brown a chance to air his knowledge of New Jersey topography and describe every bad spot on every possible road that might reach to Quakertown.

The boys were getting hungry, so that the matter was ordered left to a committee of five, to be appointed later, to inquire into the feasibility of the project and report to the Board of Officers.

A member from Elizabeth delivered himself of the

following premeditated resolutions, which were unanimously adopted:

"Resolved, that the New Jersey Division of the League of American Wheelmen in convention assembled at Orange, July 4, 1887, does hereby thank His Excellency Governor Hill of New York for his act of justice in signing the bill, giving statutory recognition of the rights of cyclers as vehicles.

"Resolved, that the Secretary notify Governor Hill of the action of this meeting."

A smart Jerseyman wished an addendum tacked on in the shape of a vote of thanks to Henry George for his influence exerted in behalf of the signing of the bill; but the meeting quite unanimously decided not to introduce politics into the League, and while grateful to Mr. George and all others who had lent their aid, not to take cognizance of anything but official acts, as distinguished from political influence exerted.

After doing the correct act in thanking the Orange Wanderers for their hospitality and efforts in behalf of the success of the meet, the meeting adjourned *sine die* and for dinner.

This was served by Davis, the famous caterer, in Music Hall. Covers had been laid for two hundred and fifty, but only one hundred had availed themselves of the privilege of partaking of one of the best spreads that a cyclist sat down to. For one hour the hall resounded with the clatter of knives and forks, and the buzz of chat, before the exhausted inner men were appeased and a store for the gastronomic emergencies of the rest of the day had been laid in. Then rose Chief Consul, coolly, and introduced Tom Stevens, who was present as the guest of the Elizabeth wheelmen. "I have learned by sad experience," he said, "that the unvariable penalty of a trip to Jersey is a speech. I congratulate you foreigners on the glorious way in which you are good enough to celebrate the Independence of the United States. It is fitting that it should be celebrated with races; for one hundred and eleven years ago, Washington and Cornwallis had a race. It was a race of professionals against amateurs, and the amateurs won." He said a lot of other good things that created hearty laughter, but I must confess that I was so busy trying to borrow a cigarette that I did not get them down.

The parade, which followed the dinner, served very well to start the gentle gastric juice on its much needed digestive work. All the clubs in the state were represented and there were some one hundred and fifty wheelmen in line, the Plainfield Bicycle Club parading twenty-three, the largest number. The route was some five miles in length, through the principal streets and wound up at the gate of the Roseville track, where occurred the races that Brother Prial will tell you about much better than I could. JONAH.

THE RACE MEET.

A goodly crowd poured through the gates of the Roseville enclosure between two and three o'clock, so that when the first race was started, probably a thousand persons were present. The grand-stand was well filled and the rails fairly lined with men and boys, and with those who came in vehicles. The large attendance was largely the result of the hard work of Orange Wanderers. The track was smooth and fast, but a strong wind militated against fast time. The event of the day was the defeat of Rich by Powers, and the incident of the afternoon was Charley Stenken's fast mile. The races were not run off with commendable promptness, but this was the fault of the Clerk of Course, who was not well up in his work, and besides he should have had an assistant to hunt up the starters. The results of the various events were as follows:

One-mile Novices, First Heat.—William Lamb, Smithville, 3m. 03s.; S. B. Bowman, Elizabeth, by 20 yards; H. E. Shaw, Newburg, by 10 yards; F. L. Martin, Plainfield, by 5 yards; J. A. Brunner, Plainfield, 0; B. McClurg, Newburg, 0. Lamb won easily.

Second Heat.—E. P. Baggot, Jersey City, 3m. 11 3-5s.; H. W. Peck, Plainfield, by 10 yards; J. F. Decker, Elizabeth, by 2 yards; H. M. Martin, Plainfield, 0; W. H. Tearnes, Thomastown, Ct., 0; G. Whittaker, Jersey City, 0.

Final Heat.—Lamb, 3m. 01 3-5s.; Bowman, 3m. 03s.; Baggot, by 5 yards; Peck, distanced. Lamb staid with the crowd until rounding into the home stretch, when he went away and won as he liked.

Three-Mile, Lap Race.—J. W. Powers, New York, 30 points; time, 9m. 24 4-5s.; T. W. Roberts, Poughkeepsie, 25 points; H. L. Powers, New York, 15 points, stopped at 2 1/4 miles; J. Van Wagoner, Burlington, 0. Powers easily captured every lap. H. L. Powers and Roberts fought for

second place with varying success, until Powers retired.

Two mile State Championship.—C. A. Stenken, Jersey City, 6m. 13 1-5s.; Wm. Lamb, Smithville, by 10 yards; J. Van Wagoner, Burlington, by 10 yards; C. S. Stephens, Millville, by 50 yards. The winners easily placed themselves. Last lap, 53 seconds.

One-mile Tricycle, State Championship.—No one appeared for this except the veteran racing man, L. H. Johnson, who was greeted with cheers, and who walked over in the excellent time of 3m. 12s.

Five-mile Bicycle, L. A. W. Championship.—Jesse W. Powers, Jr., New York, 16m. 26 4-5s.; A. B. Rich, by two lengths. This was the surprise of the day. Powers and Rich were the only competitors. By agreement they strolled around till the last lap. When the bell rang Powers rushed away, with a two lengths' lead. Rounding the last run Rich got level and they turned into the home-stretch together, and rushed for the tape, Powers simply outspurring Rich by two lengths. Rich rode a borrowed wheel and, besides, was out of condition. Nevertheless, he had everything to lose and nothing to gain, and should not have competed unless fit. Powers showed off a grand spurt and must now take rank with the fastest amateurs in the country. We congratulate him on his victory. Meanwhile Rich has gone to training, and a second contest may result differently. Last lap 50s.; a 2:30 pace; last quarter, 37s.

One-mile Bicycle, Union Co. Wheelmen.—A. N. Pierson, Westfield, 3m. 09 3-5s.; T. H. Burnet, second; E. B. Moore, Elizabeth, 0; W. B. Rhett, Elizabeth, 0.

One-mile State Championship.—C. A. Stenken, Jersey City, 2m. 46 4-5s.; Wm. Lamb, Smithville, 2m. 47 1/4 s.; J. Van Wagoner, Burlington, 0; C. S. Stephens, Millville, 0. On the last lap, Stenken swept away from the others like a whirlwind, closely followed by Lamb, but on the homestretch he also ran away from the latter. It was the fastest mile of the day, and proves Stenken a much improved man. Lamb rode well for a new man, and should be well up in the first ranks before the season closes.

Two-mile Handicap.—J. Van Wagoner, Burlington, 150 yards, and L. Howell, Millville, 120 yards, dead heat; time, 5m. 47s.; E. P. Baggot, Jersey City, 200 yards, 0; S. B. Bowman, Elizabeth, 175 yards, 0; E. C. Parker, New York, 200 yards, 0; W. H. Caldwell, Elizabeth, 120 yards, 0; T. W. Roberts, Poughkeepsie, 90 yards. At the mile the men were riding bunched, with Caldwell and Roberts looking like winners. On the next lap Caldwell fell, throwing Roberts, who was close behind him. The last lap rush resulted as above. In the run off of the dead heat—distance one lap—Howell won by eight yards; time, 58 2-5s.

One-mile Team Race.—Harlem Wheelmen, seventeen points; Millville Bicycle Club, fifteen; Union County, twelve. The men finished as follows: J. W. Powers, H. W., 2m. 56s.; C. S. Stephens, M. B. C., second; J. B. Pearson, U. Co. W.; H. L. Powers, H. W.; T. H. Burnet, U. Co. W.; A. N. Pierson, U. Co. W.; E. C. Parker, H. W.; L. A. Howell, M. B. C., stopped on second lap.

One-Mile Plainfield Bicycle Club.—M. S. Ackerman, 3m. 10s.; G. W. Morrison, Plainfield, by ten yards.

One-Mile Consolation.—H. L. Powers, 3m. 42 1-5s.; W. H. Caldwell, by five lengths, E. C. Parker, third.

The officials were: Referee, C. C., J. H. Cooley, Plainfield; Judges, G. C. Brown, Elizabeth; E. W. Johnson, Jersey City; R. M. Sanger, Orange. The referee and judges are all Doctors. Timers, J. F. Pedersen, New York; J. W. Smith, Orange, and F. S. Miller, Westfield; Starter, H. Sewell, Westfield; Scorers, J. M. McFadden, Montclair; Robinson Pound, Plainfield; Clerk of Course, E. R. Collins, Westfield.

PONY vs. BICYCLE.

A QUEER LITTLE RACE THAT IS RUN ONCE A MONTH IN WASHINGTON.

A Washington letter in Baltimore *American* says: On the tenth day of every month the people of Washington who have business in the vicinity of the telegraph offices are treated to a race which is never advertised in advance. This race is run by a boy on a bicycle on the one hand, and another on a small Welsh pony. These represent the Western Union and the Baltimore & Ohio respectively. The tenth of the month is the day on

which the crop reports and the cotton reports are issued from the Department of Agriculture. These reports frequently affect the market value of grain and cotton, and for that reason every possible precaution is taken at the Department to prevent the premature publication of their contents. By a special arrangement made some years ago at the Department the report is given to every one interested at the same hour on the tenth. The telegraph companies always have a messenger on hand to secure a copy at the earliest possible moment. It is after the reports are delivered to the messengers that the monthly race begins. Each messenger rushes to his steed, the boy on the pony lays the whip on in an exceedingly lively manner, while the rider of the wheel works the pedal for all that is in him. It frequently happens that the pony objects very strongly to the manner employed to make him increase his speed, and that he refuses to go at all. When this happens the bicycle is certain to reach the goal first, and the way the rider dismounts is enough to frighten a timid person who happens to be in the neighborhood.

On Friday last the pony balked, and, as a result, the bicycle boy had a practical walk over. He arrived at his office and rushed into the receiving clerk, scarcely stopping to dismount. "The other feller ain't in sight yet," was his only remark. But the "other feller" was in sight, and in fact had not been beaten more than a couple of seconds. He saw that the pony was of no earthly use, so he abandoned the homely little brute. He used his legs instead, and did not even stop to pick up his hat when it blew off. When the pony was caught it was chewing geraniums in the agricultural grounds.

NEW ORLEANS NOTES.

The festive youth who has been furnishing the *Bicycling World's* New Orleans jottings, recently became sore pressed for something to write about and therefore takes occasion to give you, Mr. Editor, some good advice concerning my humble self, which I respectfully commend to your notice. The young man may have the best intentions but certainly does not know what he is talking about when he states that I am not a League member, not being of necessary age. With all due respect to his great (?) age, I desire to call his attention to a little paragraph which I ran across recently, and which seems to about fit his case exactly. Here it is: "They have enough to talk about without throwing mud at their neighbors. *The use of personalities in print is a strong evidence of dense ignorance.*"

On Monday, June 6, the first century run ever made in Louisiana was reeled off by Lieutenant R. W. Abbot, of the N. O. B. C., on the roads around this city, in the actual riding time of something over fourteen hours. Abbot rode twenty-five miles before breakfast, then to his office where, after pouring over journals, ledgers, etc., until two P. M., he again took to his forty-eight-inch New Rapid and finished the century a few minutes before midnight. Pelican Fairchild accompanied Abbot for seventy or eighty miles of the distance.

On Sunday, the 12th, these two intrepid riders left by train for Baton Rouge, with the intention

of riding a-wheel the one hundred and fifteen or one hundred and twenty miles between Baton Rouge and this city. They left Baton Rouge at three A. M. Monday, and had not covered five miles before they discovered that they had missed their road and, in attempting to find it, Fairchild, in the semi-darkness, walked off an eight-foot embankment, landing on his feet but giving his ankle a violent twist, notwithstanding which he managed to ride thirty-five miles further, when pain took possession of his entire leg, compelling him to give up and wait for a train home. Abbot rode five miles further when the storm, which had been threatening all morning, broke, the rain coming down in torrents, making the roads unridable and forcing an abandonment of the trip; Abbot joining Fairchild on the train. They reached home the same evening and have already announced their intention of again making the attempt, and feel sure that baring accidents and rain they can make it.

Chief Consul Hodgson is still in the North but is expected home next week, when a meeting of the Division will probably be held. Hodgson has not been idle while North, having started a crusade for new members by mailing to each Leaguette a circular requesting aid and co-operation, and also enclosing blank applications. To my certain knowledge it has borne fruit to the tune of two applicants. There is a broad field for work in the C. C.'s own club, to which he will doubtless apply himself on his return.

A party of nine members of the N. O. B. C. spent Sunday, 13th inst., wheeling and feasting around Bay St. Louis, Miss. They report a jolly time, and are working up another party for Sunday, July 10.

Charles H. Fenner, of the N. O. B. C., and one of the most genial of gentlemen, left yesterday (June 29) for a three months' vacation at Hudson, N. Y. He carries his wheel with him, and we commend him to the tender mercies of such of the Northern wheelmen as may meet him. We have no hills in this part of the country.

There is talk of a new club being formed here shortly, and it may be only the matter of a week or two before the talk crystalizs into an assured fact.

A false alarm was gotten out by one of the daily papers, publishing one day last week as a fact the news that A. M. Hill intended renewing his donation of a diamond medal which he last year offered for a series of 50-mile races, but which he afterwards withdrew owing to a lack of interest in the matter. The report proved unfounded, but it has brought out a little discussion relative to the road-riding powers of certain prominent luminaries, which may eventually result in some sort of a contest. The only thing which appears to stand in the way is an unwillingness on the part of a few to run unless prizes are offered. Simon pure amateur spirit, did you remark? B.

WE MAY RIDE IN THE PARK.

NEW YORK, JULY 7, 1887.

EDITOR OF THE WHEEL:

At a meeting of the Board of Park Commissioners, held yesterday, the 6th inst., the following resolution was adopted:

"President Borden is hereby authorized to instruct the Park Police to admit bicycles and tricycles on the drives of Central Park. The wearing of uniforms will not be required, and no special permit will be necessary."

Up to this writing the privileges granted by the passage of the bicycle bill, have not been taken advantage of, awaiting this action of the Park Board, as we did not desire to show undue haste. This resolution then removes all further obstacles, and before this letter reaches you the New York wheelmen will be speeding over the pleasant and shady drives of Central Park. Yours respectfully,
GEORGE R. BIDWELL.



A MONTHLY MAGAZINE OF 32 PAGES, 9 x 12, AND COLORED COVER, DEVOTED TO THE INTERESTS OF WHEELING. PRICE 50 CENTS PER YEAR, POST-PAID. SEND FOR A SAMPLE COPY, WHICH WILL BE MAILED YOU FREE. ALSO AN 8-PAGE ILLUSTRATED LIST OF VALUABLE CYCLING ACCESSORIES, COMPRISING EVERY LITTLE REQUISITE THAT ADDS TO THE COMFORT OF THE CYCLER. THESE ACCESSORIES WE OFFER FREE TO EVERY WHEELMAN ON CERTAIN CONDITIONS NAMED IN THE CIRCULAR. SEND FOR SAMPLE COPY AND PREMIUM LIST. IT WILL COST YOU NOTHING—ONLY A POSTAL CARD. ADDRESS

THE WHEELMAN'S GAZETTE, SPRINGFIELD, MASS.

THE WHEEL, \$1.00 A YEAR. CLUBS OF SIX, \$5.00.

F. P. PRIAL, PUBLISHER, P. O. BOX, 444, NEW YORK.

Herewith I hand you \$1.00 in payment for one year's subscription to THE WHEEL, to begin with the issue of

NAME.....

ADDRESS.....

TOWN OR CITY.....

COUNTY..... STATE.....

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.



NEW YORK AGENTS FOR THE

**HUMBER LIGHT ROADSTER,
HUMBER CRIPPER,
HUMBER TANDEM,
HUMBER TANDEM CRIPPER,
SPARKBROOK BICYCLE,
SPARKBROOK TRICYCLE,
SPARKBROOK HUMBER TANDEM,
ROYAL SAFETY, Nos. 1 and 2.
NEW EXCELSIOR CYCLOMETER.
A FULL LINE OF SUNDRIES.**

OUR LIST, July 6, 1887.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	2	4
45	50	Standard Columbia,	90.00	50.00	5	4	4
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
47	54	Expert Columbia,	127.50	85.00	4	1	4
48	54	Rudge Lt. Roadster,	140.00	95.00	4	1	4
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
61	54	Columbia Expert,	127.00	75.00	Hif.Nkl.	2	2
80	44	"Facile,"	130.00	70.00	4	1	4
81	52	Premier,	105.00	65.00	5	2	4
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
92	54	"	100.00	40.00	5	3	3
95	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	" Racer,	140.00	55.00	4	1	4
98		Sparkb'k Hum. Tdm.	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
112	50	Special Columbia,	120.00	60.00	4	2	4
116	48	Standard Columbia,	87.50	50.00	3	4	4
117	51	Special Star,	160.00	105.00	4	4	2
118	48	"	115.00	85.00	3	2	4
120	54	Imperial Challenge,	150.00	80.00	1	2	2
123	52	Sanspariel,	127.50	85.00	4	2	New
124	52	Sans. Light Roadster,	137.50	90.00	4	2	New
125	42	Special Star,	120.00	85.00	4	1	3
130	51	Special Star,	125.00	95.00	3	3	3
131	51	"	120.00	90.00	4	2	4
132	54	Columbia Expert,	145.00	90.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	2
135	56	Sanspariel,	130.00	75.00	4	1	2
136	51	Special Star,	130.00	100.00	1	1	1
137	42	Standard Columbia,	95.00	45.00	1	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	160.00	110.00	5	2	2
143	56	Humber L't Roadster,	140.00	55.00	4	2	4
146	56	Columbia Expert,	140.00	85.00	4	1	1
148	50	Standard Columbia,	130.00	57.50	4	3	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	110.00	4	1	1
157	48	Standard Columbia,	85.00	55.00	5	3	4
158	48	"American Star,"	90.00	55.00	5	3	4
159	54	Standard Columbia,	110.00	65.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	4
161	54	Rudge L't Roadster,	145.00	110.00	4	1	1
162	45	Special Star,	70.00	40.00	4	2	2
163	51	"	75.00	40.00	4	1	1
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	45.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
169		Royal Mail Tandem,	260.00	150.00	4	1	1
170	56	Victor,	132.50	110.00	4	1	1
171	53	Col. Lt. Roadster,	137.50	105.00	4	1	1
172	50	Standard Columbia,	90.00	55.00	3	4	2
173	54	Spalding,	145.00	85.00	2	1	2
174	50	Sparkbrook,	135.00	85.00	3	2	2
175	53	R. & P.,	140.00	90.00	3	1	1
176	54	University,	135.00	85.00	4	2	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
180		"Hbr. Tandem,	260.00	225.00	4	2	2
182		"Cripper Tri,	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.85	85.00	4	1	2
189		Col. Tri (2-track)	180.00	75.00	4	1	1
191	50	Columbia Expert,	125.00	85.00	3	2	2
192		Cunard Tandem,	250.00	150.00	4	1	4
193	54	Columbia Expert,	140.00	100.00	1	2	2
194	52	"	137.50	100.00	1	1	1
195		Sparkbrk Hbr Tdm	265.00	185.00	4	2	1
196		Genuine "	285.00	200.00	4	1	1
198	52	American Club	150.00	80.00	2	2	2

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NEW YORK BICYCLE COMPANY,

38 Park Place, New York.

HARLEM BRANCH:

124th Street and Seventh Avenue.

Renting, Repairing & Nickeling. Storing Wheels.

No. 13.—50-in. Stand. Col. Nickel and enam. Balls to front wheel. Good cond. Price \$60.
No. 38.—54-in. Col. Expt. Full nickel. Spade handles. Prime cond. Price \$95.
No. 39.—54-in. Col. Expt. Nickel, with enamel wheels. Balls all over. Good as new. Price \$95.
This Week's Bargains.
No. 40.—52-in. English Excelsior. Price \$45.
No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
No. 43.—54-in. Col. Expt. Nickel with enam. wheels. Good cond. Price \$75.
No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.
No. 46.—52-in. Am. Champion. Full nickel. Almost new. A big bargain at \$78.
Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.
For convenience of patrons, we are open from 8:40 A. M. to 6:15 P. M., half holidays included.
WETMORE & CHESTER,
49 Cortlandt Street, New York.

THE BICYCLE BILL.

A battle fierce was fought and won
By wheelmen tried and true,
No blood was spilled but e'er and anon
The air was of cerulean hue;
For the topic that stirred the people of York
Was one that all did feel,
Was one of moment: no more no less
Than the status of the flying wheel.

For years the contention had grown apace
Man and beast the bicycle decrying,
The man gave expressions in curses and jests,
The horse showed aversion by shying;
But all to no purpose, the beautiful wheel
Rolled fast into favor, then faster
Rolled down their objections, rolled over their jests,
Rolled up for their opponents, disaster.

Finally a bill was brought before
The Fathers at Albany assembled,
To test the rights of cycling knights.
It passed, and scoffers were humbled;
But the end was not yet, for the bill of rights
For days it still hung by a thread,
We anxiously waited and fortune berated,
Our spirits grew heavy as lead.

The struggle waxed fierce in Gotham Town,
Youth, brain and muscle as well,
Upon the one side, upon the other,
'Tis painful indeed to dwell,
On the jumble of selfishness, prejudice, pride,
Brought to bear on the Bicycle Bill,
A long steep road the wheelmen climbed,
And surmounted by Governor Hill.

The Mayor in fine frenzy wrought,
Quoth: The people here will rue it,
If this bill is signed and becomes a law
I will try in pieces to Hewitt;
In a letter wrote, and a petition signed,
Seven thousand names were there,
But the wheelmen bold more votes had polled,
Twenty thousands and some to spare.

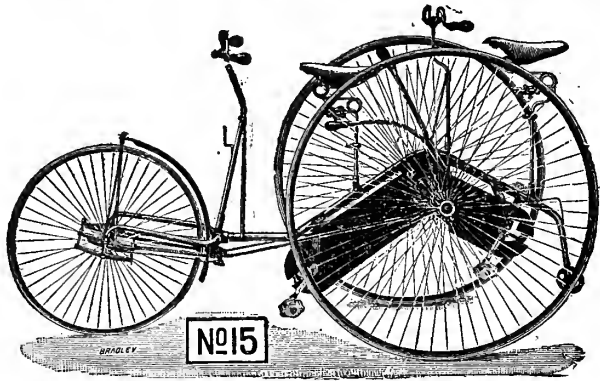
The Governor then appointed a day for all,
And a hearing was given before him,
Delegations and arguments pro and con
Were listened to ad valorem;
The day seemed ages as time passed on,
But soon the glad tidings came flying,
"Governor Hill has signed the bill"
No danger is there now of its dying.

And now we glide through the shades of the Park,
With the Law of the State to protect us,
No minion in gray dare say to us nay,
Nor halt, turn aside, or direct us;
Now in conclusion let me say,
Without meaning to be prolix,
Anyone can see, and all will agree,
'Twas the old spirit cropping out—'76

G. FREDERICK S.,
Citizens Bicycle Club.
New York, July 5, 1887.

At a meeting of the Lynn Cycle club, held July 1, the following officers were elected for the ensuing term of six months: President, J. H. Young; Vice-President, E. G. Young; Recording Secretary, C. W. Wilson; Financial Secretary, F. S. Hitchcock; Treasurer, W. C. Wheeler; Auditor, E. J. Phelan; Captain, F. M. Barnett; 1st Lieutenant, F. A. Lindsay; 2d Lieutenant, F. D. West; Color Bearers, E. F. Bergholtz; C. R. Butterick; Bugler, H. M. McBrien; Club Committee, J. H. Young, C. W. Wilson, F. M. Barnett, F. W. Goodwin, E. L. Story.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

124th Street & 7th Avenue.

38 Park Place, New York.

RENTING, REPAIRING, STORING.

FIXTURES.

- July 8-13—Indiana Division Meet.
 July 9-22—Hilderan B. C. Canadian Tour. H. C. Mettler, 71 Lincoln Place, Brooklyn.
 July 12-13—Terre Haute, Ind., Race Meet. Anton Hulman, Secretary.
 July 17—Two Weeks' Canadian Tour. Start from Boston. F. A. Elwell, Portland, Me.
 July 26-28—Ohio Division Meet. Mansfield, Marion, and Springfield.
 August 11, 12, 13—Cleveland Race Meet.

TENNIS FIXTURES.

- July 11-15—Championship of Long Island, Meadow Club's Grounds, Southampton, L. I.
 July 19—Buffalo Club's Tournament. Thomas C. Welch, 16 Coit Block.
 August 2-4—Open Tournament at Boston.
 August 2-4—Open Tournament at Boston.
 August 9-12—Open Tournament at Bar Harbor.
 August 9-12—Open Tournament at Bar Harbor.
 August 16-20—Invitation at Nahant.
 August 22-25—United States National Association Championship.
 Sept. 6-9—Orange, N. J., Lawn Tennis Tournament.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wein and Spirit Review* writes: "Probably the most remarkable record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec,' the importations of which by our friend Mr. A. B. Hart during the past year have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

FOR SALE, EXCHANGE, WANTS.

SECOND-HAND WHEELS.—Where and how to sell S and buy them. See advertisement of Manhattan Wheel Exchange in another column.

WANTED.—40 or 42 in. Pony, or 45 in. Star, 1886 model. Have to offer in exchange, billiard table, 5x8 camera, 15x15x4.6 wall tent, lot of mounted game birds, new side saddle. Address F. M. Carryl, Passaic Bridge, New Jersey.

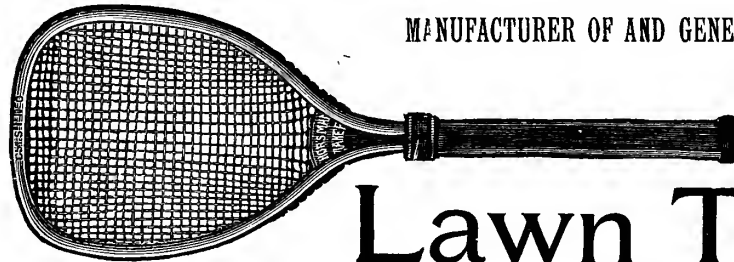
FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.

FOR SALE.—51 in. American Star, part special, good spring saddle, nicked and painted. A bargain at \$50. Write for description. Geo. H. Smith, Watson-town, Pa.

WANTED.—A 54 in. Crank Bicycle, in good condition. Name lowest cash price. Address L. A. H., P. O. Box 2772, New York.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.



MANUFACTURER OF AND GENERAL HEADQUARTERS FOR

Lawn Tennis'

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

TO EXCHANGE.—A K of R. lantern, in good condition, for a good bicycle saddle, Kirkpatrick, or something similar, for Standard Columbia. E. B. Rittenhouse, State Road, Delaware.

NOTICE.—Is given that I am the individual and sole owner of Patents No. 250,737, Dec. 13, 1881, also 356,112, for "Lantern Hangers for Bicycles;" that any person making or causing to be made (without a personal license from me) or selling or causing to be sold any Lantern Hanger, embracing features shown, or described, in either of said patents, and not having legibly stamped the dates of the said patents upon each and every Hanger, will be duly prosecuted for infringement of the same. Warren L. Fish, Newark, N. J., June 10, 1887.

FOR SALE.—Camera, Lucidograph 5x8; Voiglander lens; extra plate holders; printing frames; ruby lamp; trays and chemicals. Cost \$90.00 two months ago. Price, complete, \$60.00. Amateur, P. O. Box 444, New York.

FOR SALE.—Bicycles—54 in. Rudge Light Roadster, '86 pattern; 54 in. Expert Columbia, full nickel, balls all round, new condition. Bargains. 34 Maiden Lane.

FOR SALE.—54 in. Columbia; direct spokes, ball bearings, ball pedals, Kirkpatrick saddle, cow-horn bar; also, cradle spring, flat spring and common saddle; price \$60. F. W. Gould, Rutland, Vt.

FOR SALE.—Great Bargain—A new 1887, 42 in. Special Pony Star, balls to front wheel, large nickel lantern, Z and S. bell carrier, foot rest and Star step; has not been run 25 miles; \$100 will buy it; that is \$25.50 less than manufacturing price. Address Box 73, Aueram, N. Y.

FOR SALE.—Genuine Humber Crimper Tricycle, little used, in excellent condition, cost new \$190, will sell for \$130. Address J. W. L., Box C, Newark, N. J.

OUR SPECIALTIES.

The "MARLBOROUGH" Racket, largest playing surface, octagon handle, best gut, excellent finish, \$5.00 each.



The "CLIMAX" Racket, used by expert players, best gut, beautifully finished, \$4.50 each.

DISCOUNT TO CLUBS.

Goods sent by mail if desired.

CUT PRICES

ON

Second-Hand Cycles.

ALL SIZES, ALL PRICES.

Send for List and save money.

S. T. CLARK & CO., Baltimore, Md.

--- HOW TO ---
Buy, Sell or Exchange.
 ADVERTISE IN OUR
For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVENUE,

First door from S. W. cor. 48th St., NEW YORK.
 All kinds of Foreign and Domestic Patent Dressings.
 A full assortment of Custom made Boots and Shoes
 always on hand at Reasonable Prices. Orders of every
 description promptly attended to and a perfect fit
 guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,
 Bonbons, Chocolates, Caramels,

ICE CREAMS AND WATER ICES
 OF ALL VARIETIES AND FLAVORS.

MADISON AVENUE, COR. 59TH ST.,
—NEW YORK.—

TEN THOUS. MILES ON A BI.—Now for sale at
 11 Warren st. and 313 W 58th st., where subscribers of
 N. Y., Brooklyn and Jersey City have the privilege of
 securing it at half price, if applied for before Aug. 1.
 Specimens of the indexes (which cover 75 pp. with
 10,468 titles and 22,806 references) and descriptive circulars
 may be had on personal application as above, or
 will be mailed by the publisher, "KARL KRON, at the
 University Building, New York City, D." The book has
 908 pp. of 675,000 words, is bound in dark blue muslin
 with gilt top, and is mailed postpaid for \$2, by the
 manufacturers, SPRINGFIELD PRINTING CO., Spring-
 field, Mass.



ASK FOR THE
PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

ANDREW GRAFF,
 MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:
 Running, Walking, Bicycle, Lawn
 Tennis, Foot Ball and Base
 Ball Shoes.

339 COURT STREET,
BROOKLYN, N. Y

Pat. March 2, 1886.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.

Send for Catalogue and Price List.

Genuine Royal Mail Bicycles and Tricycles.



DON'T PUT YOUR MONEY INTO AN
 IMITATION WHEN THE SAME
 AMOUNT WILL BUY THE GENUINE.

DON'T PUT YOUR MONEY INTO ANY
WHEEL WHEN THE SAME
 AMOUNT WILL BUY A GENUINE

ROYAL MAIL,

WITH
 A NEW AND MUCH IMPROVED PATTERN
 OF TRIGWELL'S BALL HEAD.
 WARWICK HOLLOW RIMS.

NO MORE GRIP-TIRES.

BOWN'S GENUINE BALL BEARINGS
 THROUGHOUT.
 DETACHABLE CRANKS AND HANDLE BAR.
 OVAL BACKBONE, LACED SPOKES, ETC.

SEND FOR ILLUSTRATED CATALOGUE TO

HENRY C. SQUIRES, 178 BROADWAY, N. Y.,
 SOLE UNITED STATES AGENT.

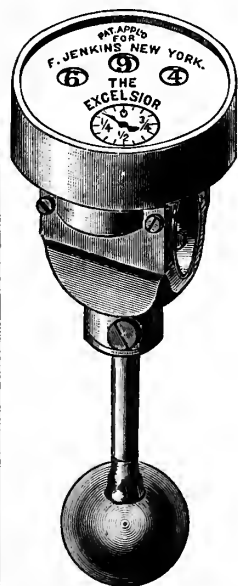


KIMBALL'S SATIN STRAIGHT CUT CIGARETTES.

PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY
 FINE CIGARETTES SHOULD USE ONLY OUR STRAIGHT
 CUT, PUT UP IN SATIN PACKETS AND BOXES
 OF 10s. 20s. 50s. AND 100s.

14 First Prize Medals.

WM. S. KIMBALL & CO.



NOW READY!!! The New Excelsior Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.
 IT READS FROM THE SADDLE.
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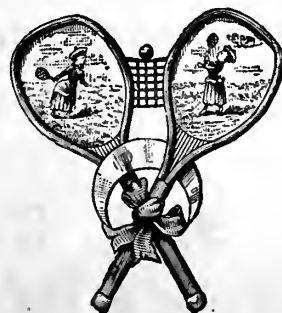
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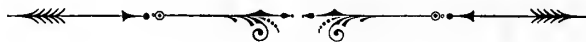
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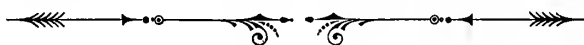
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JUL 16 1887



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AND RECREATION.

Vol. XII.—No. 16.]

NEW YORK, JULY 15, 1887.

[WHOLE NUMBER, 302.

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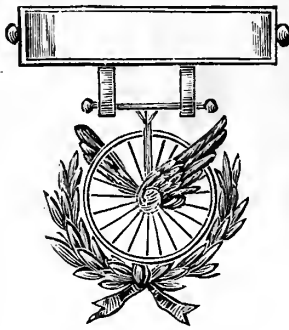
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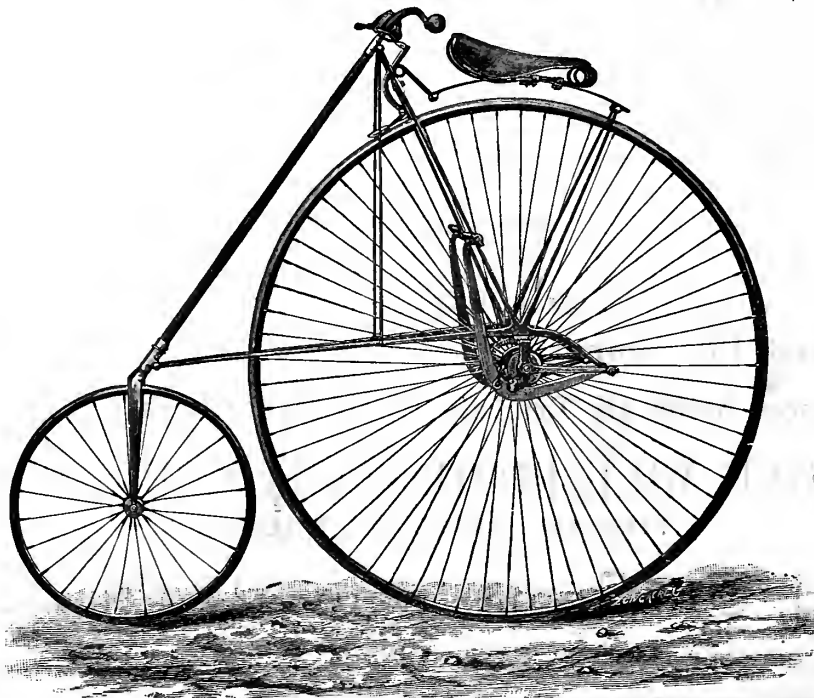
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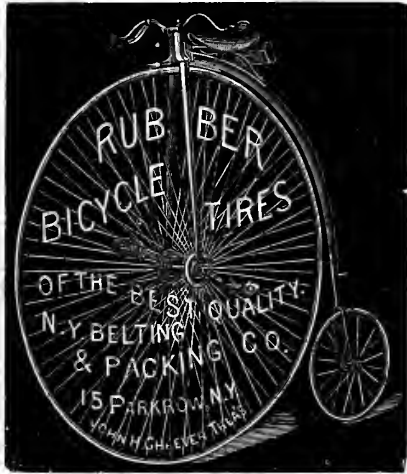
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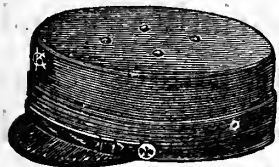
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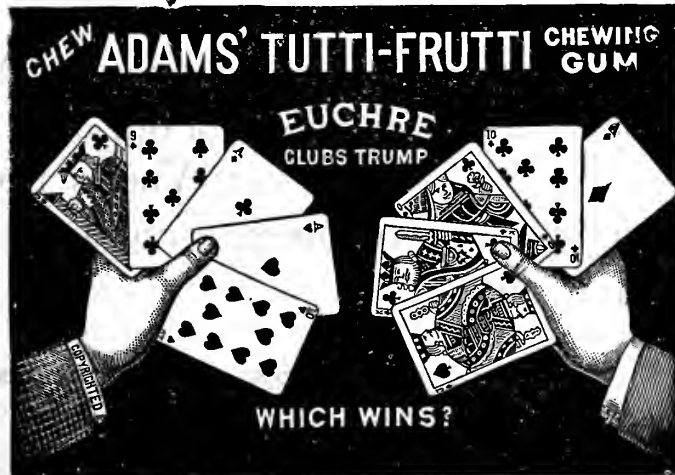
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Gentlemen:—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

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EDITORIAL.

It is rumored that a certain Brooklyn Club will shortly lose several of its "best" members. because the majority will insist on attempting to be "tough." The endeavor of well-born and perfectly mild-mannered young men to emulate "the tough" is the cause of more folly than the "three w's," for the first two, for the most part, are affected because they are tough, not from inclination. Some day the editor intends to hurl an essay on "Toughness" at a waiting world—poor, suffering world. It is all the result of over-cultivation, is this idealization of "the tough," the admiration of the hot-house plant for the wild flower, of the aristocratic lily for the strong, though vulgar, sunflower. The swagger, the bravado, the Beau Brummellism of "the tough" off on his Sunday or holiday outing, or on his favorite corner, are but acting; six days of sometimes agonizing toil, and nights of dissipation and endeavor to be "happy," which with "the tough" means simply forgetfulness, are written in lines on his face. But enough of the ethics of "toughness!" We are simply sorry for the club in question.

In that caustic manner for which he is famous, and which we consider a blemish on an otherwise admirable character, "London W." asks, in a late issue of the *Bicycling World*. "By the way, who is the new Chairman of the Racing Board? He was apparently a nonentity in the cycling world until given the important post he now holds." The Chairman of the Racing Board is Dr. J. H. Cooley, Chief Consul of New Jersey, and well known in the Oranges and by many New York wheelmen. That he is a "nonentity," is probably a matter of personal inclination with him. Had he worn a crushed strawberry hat-band, gone Robinson Crusoeing on top of the Orange Mountains and permitted his private fads and fancies to be ventilated in the cycling press, he might have achieved, in some degree, that notoriety which hedges in the cycling celebrity. If London W. and he ever have the good fortune to meet, the Bostonian will find him a pleasant gentleman. We agree with London W., however, that the office should not have been given to New Jersey. "Because she must leave some office, you know." In making appointments locality should be entirely ignored.

We were a day late last week, holding back for reports of Independence Day doings, but we covered the country more fully than any other paper, and hope the delay was forgiven.

We should like to see some enterprising club give a race meeting on the road for cash prizes. This would show the fallacy and absurdity of the League's failure to recognize road racing, thus allowing amateurs and professionals to compete together. The entire press of England and America has unanimously agreed that the position of the League in this matter is foolish and inconsistent, and has urged it to legislate for road as well as path racing. If we are to have cast iron distinctions and restrictions, let them be in force on the road as well as on the path. We are willing to back the judgment of the entire cycling press against that of the Rules and Regulations Committee or the Racing Board.

JONAH'S JERSEY JOTTINGS.

It has been hot enough the past week, two weeks, in fact, to keep even the most inveterate "toughs" off the road and drive them to cool ice cream gardens and lazy hammocks in moonlit verandas. Little wonder then that I, a confessed tenderfoot, have not had the courage to saunter forth and brave the too ardent smile of the Sun God, in search of news for those who neither toil nor spin out yarns. Once in a while I corral a Jersey wheelman, when he comes into the office, and ask him for an item or two. But sorry luck I have had in catching anything that would serve for aught but hot weather news.

Ed Baggot, Captain of the H. C. W., was one of the victims. His recent performances on the track and road show that there is some good racing stuff in him. Seventh in the big road race isn't bad going, considering the time made and the character of the contestants; nor did he move so slowly in the novice scramble and the handicap at Roseville, on the Fourth. He seemed to be much pleased at the way Lamb, the Smithville novice, got over the path, and says he thinks the boy can go considerably under the 2:47 and a fraction he showed in the mile championship with Charley Stenken—and by the way, how grandly Charley moved that day. I expect to see him crowd or even beat 2:40 before long. He is a Simon pure amateur, and as fast a one on the Star as we have in this country. There is no truth in the story that came to my ears last week that Charley had gone back to his old crank love.

Captain Baggot also told me that Harry Hall had started to train on the Roseville track. With others of his admirers I was sorry to hear that the big road race had broken him up so; but the fact of his again going into training shows that the plucky boy is himself once more and will soon be ready to make the best of them travel for the medals.

This hot spell seems to have knocked the ambition out of the E. W. boys and their proposed century run has been postponed to October. Captain Martin also tells me that the warm wind up of June had a very marked effect on the roads for that month. The thousand-mile bars are not as great an incentive as they were, as most of the ambitious ones have a long enough string of them to satisfy their craving for waistcoat decoration. I like the incentive that the Passaic club offers to road riding in making the prize for the first one who completes 3,000 miles in the year. This gives some excitement to the struggle and practically makes a race of it.

I am afraid that the Plainfield boys are wandering from the fold, in that they are allowing other sports to trespass in their devotion to the wheel. They have taken up base-ball and have been leading the Somervillians from the path of the wheel. These two clubs recently had a ball match, in which the Somerset County wheelmen proved the victors. The Plainfield boys have provided another counter attraction in the shape of a tennis court next to their club house. Now look at the result all of this—their road race, which was to have been run over the New Brunswick road about now, has been indefinitely postponed. Now I am not a believer in a bicycle club offering these outside attractions. "Let the cobbler stick to his last." Wheeling is the grandest sport that the inventive genius of man ever created, and does not need auxiliary

attractions to make it popular. Let the energies of bicyclers be expended in advancing the sport itself and in no better way can this be done than by letting the outside world see that they believe it to be the only sport, beside of which all others sink into an insignificance unworthy of attention. I am not reading the Plainfield boys a lecture; for they have too much cycling enthusiasm to need one; but am simply using this slight digression as a text for the airing of my views. The men they brought out on the Fourth at Roseville show that they have racing blood that only needs development to become well known. Why do they not come into the team road racing association? Their membership and participation would do much to create a local interest in the club and wheel matters.

Now tennis is a good enough sort of game in itself. It exercises all the muscles of the body and is undoubtedly an agent for health. As I start out for my run on the boulevard I pass the pretty grounds of a prominent tennis club. The field is filled with ladies and gentlemen banging balls over nets and generating perspiration. I cover my twenty or thirty miles of road, admire the beauties of nature, watch the constant changes of moving life, and wheel back past the courts. These same pretty girls and those same gaudily dressed gentlemen are still banging those same inoffensive balls over those same flimsy barriers. I stop a while to look at them and wait until they finish their games. The perspiration runs down their faces as it does mine, their muscles have that heathy weariness, as do mine. They are no doubt better off for their exercise and fatigue as am I; but I cannot help saying to them, "You have had your exercise, your skin will be better for the perspiration, your muscles the stronger for the use you have made of them, your appetite will be increased, and your sleep will be sounder; but after all what have you done, what have you seen, where have you been for all this trouble?" Do they dry up and wither and blow away? Oh, no! It is their way of having fun; but somehow I cannot help thinking that I have received more for my money and pains than they have.

As news is scarce and I am driven to extremities to fill up my two columns of THE WHEEL this week, if you will excuse the introduction of personalities, I will "give away" a gag a waggish friend of mine perpetuated at my expense. "So you are Jonah?" he said, as he laid the trap. I bit immediately, thinking I was about to be served with a sweet morsel of taffy to roll under my tongue. "Yes, I am Jonah." Then surveying me from head to foot he sprung his trap with, "Well, no wonder the whale threw you up!"

I clipped the following from the Jersey edition of the New York *World* the other day, which will be sad news to many admirers of the late George Weber, for the unfortunate young man referred to is the great star rider's brother:

"Augustus Weber, of Burlington, who is one of the fastest bicycle riders in the country, met with an accident a few days ago which will deprive him of the use of his legs. While attempting to pass between the lathe bed and the wall, in McNeal's iron and pipe foundry, where he is employed, he was caught and terribly squeezed by the lathe-bed."

You may remember that I told you last Spring that Representative Burns, of Smithville, had written me, among other things, about this young man, and how he promised to become as famous a star rider as George was. I sincerely hope that the injuries may prove to have been exaggerated, and that the family and all of us may not have to mourn the awful affliction to the boy.

Speaking of dear game George, Tommy Crichton, of the K. C. W., dropped in to see me this morning and we got talking about Charley Stenken, Harry Hall, Charley Kluge, and George Weber. Tom was telling about the way the latter pair climbed Corey Hill, at the Boston meet. It may be news to some of the new comers into the ranks to hear about George's feat. "George was dressed," said Tom "in an ordinary suit with long trousers. He just took off his coat and vest, rolled up his shirt sleeves and trousers and went at it without any fuss, reaching the top without hardly turning a hair. Charley Kluge looked pretty tired though."

Tom Crichton is an exile for the Summer and inhabits the wilds of the Jersey Hohokus. Only the paths are at all fit to ride on, he tells me, and they go up and down all the time and the rain has washed the earth from the surface so that only the bare stones remain, so that there is hardly any use, he says, in attempting to do any riding, even on his Star; for Tom is a recent convert to the little wheel in front machine.

Your printers, dear Prial, took great liberties with my account of the New Jersey meet. They changed our Chief Consul's exceedingly proper name with a full capital into a humble adverb of the lower case order, and made him rise "cooly" and introduce Tom Stevens, as though it required any particular amount of nerve to introduce genial, warm-hearted Tom. But worse than this, they changed my friend, the "South Jerseyman," who wanted to thank Henry George along with Governor Hill into "a smart Jerseyman," as though I would be guilty of the bad taste of referring sarcastically to an opponent who has as good a right to his opinion as I have. But, perhaps, after all, they should not be blamed, for I do own up to a pretty illegible fist.

What about Frank White and his Roseville race tournament project? When I saw him a week or so ago he was hot for it. It is a good idea and he should not allow the chance to let others profit by a good exampleship.

Riber & Saish write me that they have bought out Charley Kluge's interest in the business. Have not seen the latter for a few days, so I cannot tell you what he has on the tapis.

The recent Roseville meet shows that there exists a live interest in racing in this vicinity, which should not fail to make the Passaic County Wheelmen's tournament on the 30th a success.

JONAH.

July 12, 1887.

WHEEL GOSSIP.

The Racing Board has reinstated Thomas Stevens.

Kiderlen, the Dutch champion, rides a 27-lb. racing tricycle.

August 3, 4 and 5, Massachusetts Division, outing at Martha's Vineyard.

At the New Castle, Pa., races W. D. Banker and H. B. Schwartz had an outing.

John Keen, alias Happy Jack, the racing vet., was married a few weeks since.

We were a day late last week, but we covered the doings on the "Fourth" pretty thoroughly.

At the Jubilee Tournament dinner, the American Team were the only professionals invited.

Kinderlen, the Dutch champion, races in dancing pumps with bows. Last year he wore a silk tie on the track.

Messrs. Bassett and Fourdrinier are fighting for the Punster championship. We are betting on good old Bassett.

Norway's crack racing man is named Gyldenskog. It is said he leaves it in the dressing room when he competes.

Commencing with next year English racing affairs will be directed by a Racing Board, to be appointed by the N. C. U.

W. B. Page, the well-known Philadelphia tourist, tied in the contest for the high-jumping championship of England, on July 3.

R. J. McCreedy, editor of the *Irish Cyclist*, works sixteen hours out of the twenty-four, yet manages to break a record occasionally.

At the Jubilee Tournament, Kinderlen rode the last lap—one-third of a mile—of the two-mile tricycle race in 51 2-5s., a 2:34 1-5 pace.

Tom Stevens has been reinstated by the Racing Board. Now will all the promoters step up to the Captain's office and get whitewashed.

The "Attic Bee" may have his umbrella by calling at our office. It is not gold-handled and hollow-ribbed, therefore would we return it.

The Union County Wheelmen will have a five-mile road race on the 23d, open to all Union County riders. The prizes will be three medals.

Seven members of the East Cambridge, Mass., Club will start August 1 for a two weeks' trip in the White Mountains. They will use a large barge on the trip.

Major Knox Holmes, who is the "Grand Old Man" of cycling, being over eighty years of age, recently won the London ten-mile tricycle road race, in the excellent time of 49:50.

W. A. Illston, England's mile champion, is known as "William the Silent." At the Jubilee dinner he broke record by making a post-prandial oration of 21 3-5 seconds in length.

The Owl has gotten out his horsiest suit and betaken himself to the breezes of Asbury Park. The bird will be found at the Monmouth Park races during the season, pretty near the betting quarters.

The passage of the "Bicycle Bill" has caused a complete press reaction. All the New York papers now devote more or less space to wheeling, and have metaphorically coddled the wheelmen to their hearts content.

The Pope Manufacturing Company have opened a bicycular reading room at their Boston headquarters. All very well; but is not loaning a paper to those unwilling to subscribe as bad as loaning a wheel to those unwilling to buy.

Mr. E. J. Shriver, President of the New York Club, is closely identified with the Anti-Poverty and George movements. He is said to be an oracle on free trade, and according to the *Mail and Express* is "very contained in judgment."

The C. T. C. is about to issue a hand-book of Continental Europe, in three volumes, as follows: 1, France; 2, Germany and Austria-Hungary; 3, Belgium, Denmark, Holland, Italy, Norway, Russia, Servia, Spain, Sweden, Switzerland and Turkey. Price, 3s. 6d. per volume, or 10s. for the three.

It is very rarely that accidents happen to tandem riders, especially when there is a lady aboard, but a peculiar accident recently happened to a Mrs. Hawkes, of Newcastle-on-Tyne. While attempting to replace her foot on the pedal of the machine, she slipped and had her leg broken in three places.

The New Massachusetts Bicycle Club starts out with a membership of over thirty, but it is expected that the ranks will be swelled to over one hundred within a very short time. The club will occupy its old home, though the building may be sublet for other purposes. The next meeting will be held August 2. The club will be incorporated.

A certain *Bulletin* pen pusher never fails to credit our energetic and enterprising C. C. with the passage of the "Bicycle Bill." The passage of the bill was a grand achievement, and the question of "credit" is one scarcely worth considering, yet the name of Potter should not be forgotten whenever this legal and League victory is mentioned.

A curious bicycle accident recently occurred at Landport, Eng. A young letter carrier named James Folan, who was out riding after supper, ran into a pedestrian, was overturned, falling on his head. He picked himself up and rode home, when he became insensible, and in an hour died. The doctor pronounced it a case of fracture of the skull.

LONDON, July 9, 1887.—At Leicester, to-day, Howell, the English bicycle champion, and Temple, of Philadelphia, were entered to contest three races at a quarter of a mile, half mile and a mile. The quarter-mile race was won by Howell by half a yard. He also won the half-mile race by five yards. Temple declined to contest the mile race.—*Cable*.

Since its conception the League can point to no grander effort than the Liberty Bill. It is an effectual silencer for an army of cranks who would ask of the League: "What has it done?" And yet it was not the work of the League but of a State Division. A strong plea for division, strength and national weakness in the reorganization of the League.

A wheelman writes to the New York *World* complaining of the law that requires wheelmen to carry bells, claiming that carriage drivers are not compelled to give warning of their approach. While it is perfectly proper to resent any attempt to curtail wheelmen's privileges, yet we think the "lamp and

bell" ordinance a wise one, since the wheel is noiseless and gives no warning of its approach, while the rattle of horse and carriage does. The ordinance protects both the wheelman and pedestrian.

The Wakefield Bicycle Club will celebrate its fifth anniversary with a barge ride to Nahant and fish dinner, Saturday, July 16. This club is in a very prosperous condition, and its membership is slowly increasing. It expects to move into its new quarters late in the Fall, at which time a gala time is intended to be celebrated with a race and house-warming. The club will have control of a whole floor in the block now being erected at the corner of Centre and Main streets, right in the centre of the town, and overlooking the principal thoroughfare.

A paragraph is going the rounds of the press, that Mr. Frank White, of Messrs. Spalding & Bros., intends to run a tournament at Roseville; then follows eulogiums of Frank's hustling abilities, go, etc. Frank is not going to run a tournament but he rightly thinks this splendid track should be used oftener than it is, and doubtless he would practically aid the promoters of one such event. Just now, however, Frank is trying all he knows how to sell a Victor to every man in the State, and is, besides, launching a new hose supporter, of which Spalding & Bros. have control.

The Mile Safety Record Beaten.—On Thursday evening, June 23, at Coventry, Eng., A. P. Engleheart, riding a Rover-pattern safety bicycle, succeeded in lowering the mile safety record by four seconds. The track was not in first-rate condition, and a strong breeze was blowing. Engleheart made his own pace for half the distance, and finished strongly, altogether a marvellous performance. W. W. Alexander timed, and S. Golder (*Cyclist*) checked. A fair number of spectators were present. Times—One-quarter mile, 41s.; one-half mile, 1:20; three quarter mile, 1:59; one mile, 2:39. Previous record, 2:43, held by E. Ox-borrow.

Says somebody—presumably Chris Wemler—in the *Philadelphia Times*. "As might be expected, the five-mile national championship has gone to a second-class man, J. W. Powers, Jr., of the Hudson Wheelmen, who would hardly have any show at all with either Crist, Brown, Wilhelm and De Blois. Rich was beaten by a foot." Of course you "always did hate racing," Chris, but this is too bad, even for an anti racing man. Powers belongs to the Harlem Wheelmen, could make rings around Brown and Wilhelm, would very probably beat De Blois, and would carry our money in a race with Rich and Crist just at this time. Rich was beaten two lengths, not a foot, fair and square, and he will tell you so himself.

June trials at Alexandra Park on Monday, June 27. Bicycle records—Starting quarter (professional) 37 1-5s. R. Temple. Tricycle records—Starting quarter (amateur) 41 1-5s. R. J. McCreedy; Half-mile (amateur) 1:22 2-5, R. J. McCreedy; Three-quarter-mile (amateur) 2:04 1-5, R. J. McCreedy. McCreedy failed to beat Gatehouse's mile (2:46 4-5) by one second, doing 2:47 4-5, but his performance on the A. P. track compares favorably with the holders at Long Eaton. 21 miles, amateur, 1:8:57 4-5, J. B. King; 22 miles, amateur, 1:12:20, J. B. King; 23 miles, amateur, 1:15:51 1-5, J. B. King; 24 miles, amateur, 1:19:11 4-5, J. B. King; 25 miles, amateur, 1:22:24 4 5, J. B. King. Temple rode "Premier," McCreedy a "Quadrant" and King a "Beeston Humber." The tricycle starting quarter will not be taken. Temple started from another point.

Furnival is to appear in another fresh character, we hear, in September. In May he came out as a lecturer; in June as one of the organizers of the successful Jubilee Sports at the *fete* at Broadlands, while on one of his visits to Lord Mount-Temple. In September, we are told, he is to be in type as the hero of a novel, the plot of which is based on Browning's piquant and attractive poem, "Waring." "St. Bernard's, the Romance of a Medical Student," by Æsculapius Scalpel, is written by a well-known medical member of the Browning Society, and its hero is a dark, slashing, six-foot fellow, the champion athlete of his hospital. He leaves the hospital, saying nothing to anybody, in disgust at its mild ways, goes abroad, gets among the gypsies, and finally marries the daughter of the senior physician of his hospital. Swan, Sonnenschein & Co. will publish the novel in September.—*Bicycling News*.

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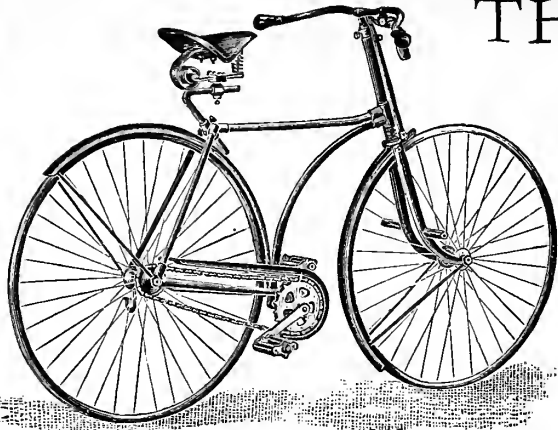
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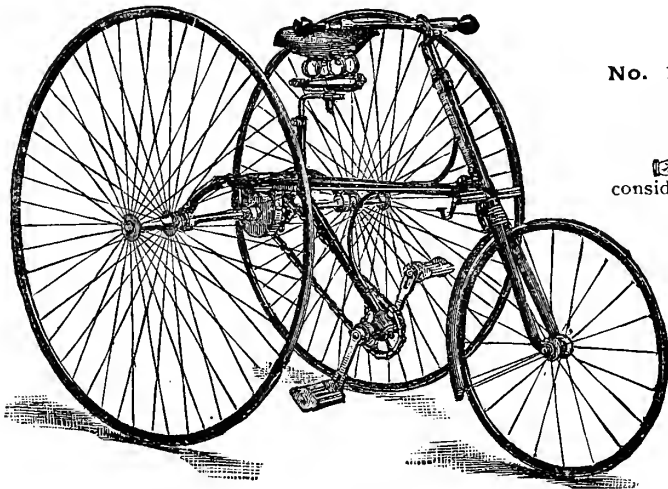
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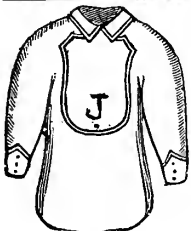
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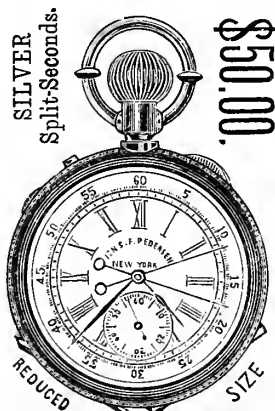
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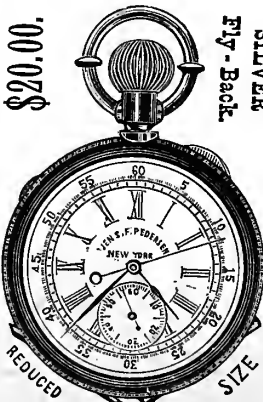


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ATHENIAN WHISPERINGS.

The tremendous enthusiasm suddenly infused into cycling by the Fourth of July holiday, in this vicinity, flatted out so completely on the fifth that it is duller now than ever. A good rain might help things, as the roads are in terrible condition, though just now Boston wheelmen, for the most part, are taking it easy at the seaside.

I heard of a cyclist to-day, down at one of the resorts, who has taken three headers on the same spot, and naturally is disgusted with ocean-side wheeling.

There are plenty of wheels at the shore, and some good stretches of riding in most any locality hereabouts; but tennis, yachting, fishing and flirting are counter attractions.

Among the nice people I met at Lynn were Mr. and Mrs. J. R. Green who, despite the heat, rode to the meet upon a Traveller tandem, and looked as cool as cucumbers. I am told that they are wheel enthusiasts; they are certainly out upon the road a great deal, and as they ride well, and *look well*, they are bound to make converts to the double cycle.

I have just heard a "good one" anent a couple of our lady tricyclers, who essayed a run without any men, not long ago, which will bear repeating. I will call one "Patience" and the other "Rose Maybud." They had found themselves several miles from home toward evening, tired and thirsty, and perceiving, at some distance beyond, what appeared to be a pump, they gladly pedaled on to reach it. But there was no drinking vessel, and, as neither had the courage to drink out of the spout, Patience proposed calling upon a young farmer—for they were near an immense barn—to assist them. I have forgotten who proposed *milk* as a substitute for water, but, at any rate, the young farmer fell in with the scheme in a moment. But the same trouble again arose—there was nothing from which to drink. The tops of the cans were all wooden plugs, and all the cans were a foot and a half high, more or less. Patience was equal to the occasion, however, and at her suggestion, that a quart or so of the lacteal fluids be poured into an empty can, the farmer at once complied. Patience drank first, and drank deep, too, the farmer being considerably amused at her dexterity in handling and holding aloft the huge piece of tinware while she drank. Then poor little Rose took her turn; it was all she could do to elevate the can, and betwixt laughing and struggling to hold the clumsy drinking affair, more milk ran down the sides of her shapely chin and over her dress than into her mouth. The farmer refused pay, of course—he had taken his pay in the shape of quiet amusement—and, thanking him, the girls proceeded to ride home. But here is the sequel: The farmer had poured the milk from the top of the can, and it was, therefore, very rich. Miss Patience was quite thirsty, and had imbibed so freely that ten minutes of riding in the warm evening air, for the sun had not set, produced such feelings of anguish and remorse that she was obliged to call a halt. How long she and her companion sat at the roadside, in the shade of an old maple, and wondered how much worse it was than an ocean voyage, I cannot say. They lived to get home, however, and somehow the story got out. I give it to you, reader, just as I heard it, and I know it is true.

No one can blame Billy Rowe for refusing to start in a race that meant sure defeat, from the (claimed) excessive handicap given McCurdy, at the Lynn races. It was rough on the crowd, however, who had paid twice to see him race,—once to get into the grounds and again to get upon the grand stand. No wonder he was hissed. Said an old man, near me, to those around him. "Half the people here have paid their money to see Rowe run a race, and it is a shame to disappoint them." What's the matter with Billy Rowe? Is he "all right?" Temple is coming home one of these days, and it would be hard indeed to be beaten by this plucky "trick rider" even if he has once defeated Howell. Brace up Rowe, and don't get your own towns-people down on you! You can't afford it.

The empty club-house has found a tenant; in fact the tenant, like a new tooth, was all ready to push into place as soon as the old one had been extracted. There are a number of good features to the new club, which should be commended. There are no road officers, consequently there will be no more election fights over these lesser offices and probably as much road riding. Then the candidates for admission do not have their names

presented to the whole club to be blackballed or elected at the caprice of some few small minded men.

It is claimed that the new club wishes to treat the old membership fairly, and that the invitations to join have been pretty general, a chief disqualification being the failure to pay the \$5 assessment levied by the old club to meet its obligations. I hope this is true, but it is amusing to note, as I have it on the best of authority, that while some of the old club members who worked the hardest to accomplish Pattison's defeat received invitations to join the new club, and have joined. Ex-President Dodge was considered so dangerous an "element" that he was quietly overlooked. As I am told this gentleman neither asked nor desired to hold any office in the old organization, and only accepted at the last moment, and after much urging, to please his friends, it shows petty spite in a certain quarter that is, to say the least, very boyish.

The new organization was formed by about thirty members of the old Massachusetts Club, all others to be balloted for by a committee appointed for this purpose. The officers elected at the meeting of July 5, were: President, W. T. Slocum; Secretary, W. M. Farrington; Treasurer, Wm. H. Minot; Executive Committee, President Slocum, J. E. Tippet, A. D. Salkeld; Membership Committee, E. H. Whitney, R. G. Amory, A. D. Peck, Jr., H. W. Cumner and Fred W. Hill. With better business management, a broader policy, and more "Club" feeling, with the sacrifice of purely personal interests, the organization has a future before it. I heartily wish it success.

A great time is anticipated in the Summer camp of the Massachusetts Division L. A. W., at Martha's Vineyard, August 4 to 6, and there will be a pretty fair attendance, particularly from Boston. A special rate of \$2.50 has been arranged by the Old Colony railroad company for round trip tickets, including transportation of wheels, and a special train will leave Boston at four P. M., of August 3. The hotel rates have been fixed at two and three dollars per day, which cannot be called excessive. The programme is as follows: Thursday—Business meeting and meeting of board of officers in the morning, followed by a clam bake at Katama, with the afternoon at the disposal of the visiting wheelmen. Band concert in the evening. Friday—Parade in the morning, races in the afternoon, reception and ball at the Casino in the evening. Saturday—Excursion on Vineyard Sound in the morning, base-ball match in the afternoon, hop at the Seaview House in the evening. A cordial invitation has been extended to the ladies to participate, and a number of ladies are making arrangements to go. Cottage City, with its asphalt pavements, is a little wheel paradise, and visitors generally should take their wheels with them.

Bell and lamp ordinances are striking right and left. Boston hasn't "had 'em" yet, but as wheeling increases, and road races become more popular and frequent, through suburban towns, the thing may come. It has struck Washington hard, and many of the Vets are kicking. Submit to it, boys, submit gracefully, but make it a club regulation that every man shall provide his wheel with a ro-inch brass fire-gong, warranted to strike *once* at every thrust of a pedal. If the city authorities want a continuously ringing bell, give it to 'em boys, and give it to 'em generously and without stint.

Little scraps of paper,
Little drops of ink,
News as thin as vapor
Make a scribbler think.

The Mavericks wheeled to the Willows at Salem on the 10th.

The Roxbury boys took their's at Cobb's tavern the same day.

President Slocum is boating and catching tanbog down at Eastern Point, Gloucester.

Stevens is back in the League again. The League is to be congratulated.

Chief Consul Hayes rides a Safety, and illustrates the quotation "ease with dignity."

N. N. Porter, who had a bad fall on the Fourth of July, is laid up.

Runs were pretty general last Sunday, club, private, and otherwise, and the riders were but little inconvenienced by the showers.

The Cambridge boys spent the day at Nahant, with a few invited friends. This is one of the coolest spots on the North shore.

A ladies' run at the Massachusetts Division meet wouldn't be a bad thing. Hurry up those pretty costumes, girls, and be prepared for emergencies.

The writer has just heard a new definition of the term "prominent wheelmen:" one who makes his living wholly, or in part, out of cycling. This is a base slander.

The East Cambridge Cycle Club, represented by seven members, will make a two weeks' tour in the White Mountains in August, riding that quadricycle, but easy "machine," known as a barge. It is their second affair of the kind.

The Fourth of July races on Boston Common are a farce, officials and contestants, as a rule, being almost unknown. The official appointments are political, me boy! But it amuses the crowd.

Kirk Corey "scooped" a large majority of the medals and things at Brookline on the Fourth. It was local flyers' day, and Kirk took all the prizes he could carry.

Congratulations on the signing of the Liberty Bill. Wheelmen are a power in the land when they have a good cause, earnest leaders, and that unanimity of action that enables all to pull together. The New York wheelmen have shown what determined effort can accomplish, and they will doubtless open the road improvement ball, when the time comes.

Jo Dean and Kennedy Child are summering on one of the "Brewsters" down the harbor, going to and from their rocky island home in a steam launch. In view of the dangers to navigation in these waters this shows *spirit*.

The Somerville club spent last Sunday at the Point of Pines, with steamed clams ad. lib. at one of the beach hotels. It is said that desolation follows in the track of the Somervilles, as far as hotel larders are concerned.

The races of the Massachusetts Division meet at Cottage City, the first week in August, will be as follows: One-half-mile novice, one-mile open and one-mile handicap, for bicycles, and a one-mile open for tricycles. Entries, free, should be sent to J. S. Dean, *Bicycling World*.

When the hungry, all-day rider whispers in a soft, aside, ah! (to the guileless serving maiden at some wayside League hotel) "Here's a quarter, dear, *more* chicken," how her answer makes him sicken: "Thank you, sir, there ain't none; won't some cold hash do as well?"

I saw some wheelmen, not long ago, riding on the hard beach at Nantasket, at half tide, in several inches of water. It was great fun, and attracted considerable attention from the people on the piazza, but it was rough on the bicycles, as salt water, getting into the rims plays the mischief with the ends of the spokes by slow rust. And I should imagine that a salt water header would result in the ruin of any high grade machine by internal corrosion. Boats were made to pull through surf, not bicycles.

There is an old farmer, living just out of Malden, well on in years, who has discovered economy in the use of the tricycle. There are several horses on the farm and they are kept at work so constantly that the machine plays a very important part in the farm work, the old gentleman skipping about on it in overalls and working jacket, as nimbly as a club-man. Errands to neighboring towns are made with its assistance, and one day, as I was touring in that direction, I actually saw him navigating the road with a stick of timber some twelve feet long and ten inches square. One end was fastened under the axle of the tricycle and the other rested on the wheels of a boy's two-wheeled wagon—or he may have borrowed a pair of "trucks" from some one's baby carriage. Strange to say he cares little for the pleasure of mere riding, only occasionally indulging in a run for recreation. I tried to talk wheel with him one day, but he wouldn't "fraternize" worth a cent.

I must not forget the delightful run to Hough's Neck, last Sunday, which was enjoyed by twenty-one members of the Boston Club. W. B. Everett was on deck with the Victoria six-in-hand, Dr. Kendall showed up smiling with plenty of entertainment for the boys, and every one had a good time. When the Bostons go in for recreation, the run fairly sizzles. But enough.

STYLUS.

John A. Wells has been appointed Representative of the Pa. L. A. W. Div. It is surprising that he should accept such office, and it will be still more surprising if his appointment is confirmed.

KENTUCKY CHRONICLES.

I noticed last week in the telegraphic columns of a local daily, the following incident, which is worthy of comment:

"Mansfield, Ohio, June, 1887.

"Mrs. _____ was thrown from a buggy to-day, by her horse becoming frightened at a passing bicycle, and fatally injured.

"The man who was manipulating the bicycle was arrested, but immediately released upon proving that he had given the lady half the road."

Of course he was arrested. He would have been hung, if it had been in Kentucky. Yet the busybodies who are always kicking and screeching about the bicycle and its harmful awfulness, never snatch the engineer from a railway train if a horse scares at it and kills somebody.

They never swear out warrants for the drum major of a brass band, whose noise gives some horse the cramp colic, and which latter thereupon proceeds to cripple somebody. O, no. Not they. A railway engineer and a drum major are every-day things, and people must put up with them, but a bicycle—O my! it is too awful for anything.

At Washington C. H., Ohio, on July 4, bicycle races were held in connection with the general celebration at that point. A number of Cincinnati wheelmen were present, and they just about scooped everything from the Fayette countyites.

Three races were run as follows:

First—One mile.—F. Address, Cincinnati, 1st; T. Wayne, same place, 2d; H. B. Burroughs, same place, 3d. There were eight starters.

Second—Two miles.—T. Wayne, Cincinnati, 1st; M. Hall, Chillicothe, 2d; H. B. Burroughs, Cincinnati, 3d. Seven entries.

Third—Five miles.—H. B. Burroughs, Cincinnati, 1st, by $\frac{1}{4}$ mile.

I have been unable to get fuller particulars of time, etc.

The hand book of the enterprising Kentucky Division is out, and is a neat little pamphlet of twenty-four pages containing a detached map showing the roads of the State.

The contents are a preface, list of officers of the Division of 1887 L. A. W., hotels, constitution and by-laws of the Division, and an annexed road directory containing fifty-nine routes, compiled from information supplied by various wheelmen throughout the State and from old maps and manuscripts contributed by friends of the Kenton Wheel Club.

A wheelman touring through the State would find the road book a very handy companion, and the committee who compiled it are deserving of credit for their pains.

The stone from which the map was lithographed can be altered at will, and any future additions to the routes can in this way be added.

The get-up of the book is neat, and its size is convenient.

The crowd of Covington boys who toured from Stanford, Ky., to Maysville, returned on Tuesday, the 6th.

They rode from Lexington to Maysville on the glorious Fourth, but were drenched by the rain, which fell near Mayslick.

The big hill leading into Maysville "stumped" a few of them, but most rode down. It is a terror, especially when it is wet.

They came down on the river by steamboat, and they do say that when the tired cyclers got here they were pretty well flagged out. Somebody had half of his face peeled off by the sun, and somebody else wished he was dead or not so muddy, etc.

Newport, Ky., Bicycle Club has elected the following officers: President, Geo. Knight; Secretary, L. L. Buchanan; Treasurer, Geo. Van Duzen; Captain, P. J. Holmes.

The Hoosier wheelmen are enjoying their annual tour, and have arrived at Lafayette, thirty strong. Frankfort and other towns were visited.

There is a "Kentucky tour" this year, also, and I learn that a large number are riding through the heart of the State from Louisville and other points. More particulars in our next.

The Latonia Agricultural Association has decided to give a few wheel races during the fair in August, at the famous Latonia track, two miles and a half south of Covington.

Judge Geo. G. Perkins has put the matter into the hands of the Kentons, and some fine sport may be expected.

NORB.

LETTER FROM BROOKLYN.

Fourth of July has come and gone, and a glorious Fourth it was. The three days' holiday was thoroughly appreciated by the wheelmen of this city, everyone who could manage a "bike" taking advantage of the opportunity of getting so long a breathing spell away from the sweltering town. All day Saturday, and also on Sunday morning, merry parties of cyclers were passing down the Pike in frequent succession, the astonished toll-gate keepers wondering where the vast army came from and where it was going. Patchogue was the objective point of the majority, about two hundred going there, while about fifty tarried at Babylon, and many others found enjoyment at Far Rockaway, Roslyn and the numerous other resorts on either shore.

At Patchogue the crowd was unprecedented; cyclers, militia and civilians helping to swell the throng, and the fun was immense. The town had made great preparations to celebrate the day, and the militia were its guests, invited to participate in the celebration and parade. The wheelmen were not left out in the cold by any means; they never are; and they managed to have a good old time both at their own and other peoples' expense. Sunday night the guns of the Gatling Battery were mysteriously removed and secreted in a convenient hay loft. At sunrise Monday morning there were no guns with which to fire the customary salute. Of course nobody knew anything about them, and there was some lively hustling around before the guns were recovered and the salute fired about ten minutes late. The wheelmen were accused of stealing the guns, though the 13th Regt. boys were undoubtedly the guilty parties. The whole affair was regarded as a good joke and much merriment ensued, the pass word of the day being "who stole the guns?"

The tour of the Brooklyn Club was a grand success, they being on this occasion, contrary to custom, favored with fair weather. They were met at Jamaica by a delegation from the Mercury Wheel Club and escorted to Flushing over the Black Stump road, the less said about which, the better. At Flushing a visit was made to the Athletic grounds, which deserve a passing word. Beautifully located and nicely kept, they contain tennis courts, a ball field, a well made cycling and running track, and a well appointed and model gymnasium, besides which is a very pretty ladies' summer house and parlor in which the party were invited to partake of refreshment that had been prepared for them by the young ladies of the village who were present. Refreshed and reinforced by an additional number of Flushing boys, saddles were resumed and a run taken over the macadam to Bayside, thence to the fort at Willett's Point, returning to Crocheron's Hotel at the beach at Bayside, where a dinner was served at eight o'clock, such as it is seldom the luck of a hungry cyclist to obtain on Long Island. This charming spot is but five miles from the Jericho Pike, from whence there are good roads, via Queens, pretty views, plenty of shade, boating and bathing and an excellent dinner are here to be obtained, and I wonder that we Brooklynites have not discovered this delightful retreat before. Dinner over, the return ride to Flushing was delightful, the moon full and unclouded rendering the use of lamps unnecessary, the pleasant evening breeze a most refreshing change from the glare and heat of the afternoon sun.

Sunday morning, accompanied by League Accountant Vesey of the Harlem Wheelmen, the party wheeled to Babylon for dinner. Capt. Peck of the Massachusetts Club and his party of Washington Tourists were here met journeying toward Brooklyn. Every inducement was offered them to remain over at Babylon and proceed the following day, but having resisted the strong temptation to remain with the many good fellows at Patchogue, they likewise conquered the stronger temptations of the Babylonians and started for a hot and dusty ride to Jamaica, where they were hospitably entertained by mine host Pettit, and proceeded for New York the following morning.

The afternoon was passed sailing on the great South Bay and the following morning the party divided, part proceeding to Patchogue, the others returning to Jamaica for dinner, and attending the bicycle races at Queens in the afternoon, at which the only open event, a two-mile handicap, was won by Todd of the Brooklyn, with Meeteer 2d. The track at Queens is of hard clay, six laps to the

mile, well proportioned and in very good condition. The management is disposed to be exceedingly courteous to visiting wheelmen, and Brooklynites will be repaid by patronizing the frequent events which are given there.

Those who went to Patchogue, arrived in time for the festivities of the day, and had a grand time, but they paid the fiddler on the home-trip.

The majority of wheelmen at Patchogue, left there Monday forenoon and wheeled homeward, missing some of the best sport, but showing their good sense notwithstanding. Those who remained paid dearly for their amusement by the many discomforts and annoyances incidental to the return trip by rail.

The railroad was taxed far beyond its capacity, the cars being crowded almost to suffocation, and the delays tedious and plentiful. Arrived at Jamaica, where it is necessary to change for Brooklyn, the crowd was even worse than in the cars, and a wait of over one hour did not tend to improve things. Baggage cars were all full and no accommodations was to be had for wheels, nor did the employees seem disposed to make any, on the contrary the slightest inquiry or suggestion on the part of the wheelmen, was received by the gentlemanly and courteous employees of the great Austin C., with utter contempt and returned with such a sound of abuse and profanity, it is to be wondered at that a free fight did not ensue. Eventually a box car was obtained and into this the wheelmen were told to put their wheels, which they did accordingly. Their pleasure was complete when the train finally did start for Brooklyn leaving the box car and their wheels behind. Rome broke loose then, it fairly howled. This piece of stupidity, carelessness, or spite, whichever it may be, necessitated another dreary wait at the Flatbush station until the offending box car came in on a later train. It was found to contain not only the wheels but also a cargo of milk cans, which had evidently been thrown in without any regard for spokes or backbones, as several of the wheels were damaged, one quite seriously. The delightful journey via the great and only Long Island Railroad, which had begun at seven P. M., was thus terminated at 1:30 A. M., no doubt much to the regret of its participants. As "variety is the spice of life," they should have been contented, for they certainly had variety enough for one day with plenty of spice thrown in.

BON.

July 9, 1887.

MINNEAPOLIS CLIPPINGS.

The arrangements for the illuminated parade of wheelmen at nine o'clock have been about completed. The line of march will form on Fourth street between Hennepin and Nicollet avenues south, out Second avenue to Thirteenth street, back on Second avenue to Tenth street, Tenth street to Nicollet avenue, on Nicollet avenue to Third street, on Third street to Hennepin avenue, Hennepin to Eighth street, back on Hennepin to Fifth street, Fifth street to Nicollet, Nicollet to Fourth street, disbanding and removing lanterns at place of starting. The Police Commission has granted a detail of mounted police who will precede the line of wheel. Every man and boy in the city who has a wheel is invited to take part in the parade. Wheelmen should do all they can to secure a good attendance of fellow riders. A good parade will do much to bring the riders in the city together and by a spirit of good fellowship much good can be done for the cause of wheeling. Wheelmen will vie with one another in seeing who can get the greatest number of lanterns on their wheels. Some unique designs are being prepared.

It is especially requested that every wheelman will notify S. F. Heath, at 14 Fourth street south, of the number of lanterns required before Saturday at one P. M., so that there will not be a lacking in this respect. Lanterns are absolutely free to any reasonable quantity.

The following gentlemen and their aids will have charge of the various divisions, giving assistance in adjusting lanterns, and will form their men and command them throughout the parade: Mercury Bicycle Club, Paul Achard; Minneapolis Bicycle Club, E. A. Savage; Star Bicycle Club, Grant Bell; tricycles, J. P. Bruce; unattached riders, Theo. Slosson, L. B. Graves, James Stockdale and E. J. Hale. The above leaders will select such aid as they may require.

Leaders are requested to meet S. F. Heath and Fred Leland at Heath & Kimball's, 14 Third street south, at seven o'clock on the evening of the parade, to receive instructions regarding order of forming in line, etc.

On July 7, S. G. Whittaker, E. J. Hale, E. A.

Savage, H. D. Lacker, W. C. Cutler, Collie Bell, Charles Wicht and Charles Lachman left the church spires of the saintly city of Minneapolis headed for St. Paul. They were after the road record, which has been floating around loose. The eight wheelmen kept pretty well bunched until Minnehaha Falls was reached, when Savage forged ahead and left the party, reaching St. Paul after having been on the road fifty-nine minutes; distance fifteen and one-quarter miles. Five minutes later Collie Bell put in an appearance, the others about ten minutes behind him. Savage says he can ride faster, and if anyone wants to race he's willing to meet him. The roads were in a bad state, as the dust, stones and deep sand made them extremely heavy.

L. B. G.

RACE MEET AT NEW CASTLE.

The Summer Race Meeting of the New Castle B. C., held July 4, was attended with great success; splendid weather, large crowd, and very fast track.

The hill climbing contest in the morning was won by H. B. Schwartz, Reading, time, 2:05 2-5; A. C. Banker, Pittsburgh, 2:10; L. W. Bigham, Mercer, 2:22.

The afternoon races, which were closely contested, resulted as follows:

One-Mile Novices.—George Randolph, Beaver Falls, 3:24; E. H. Lotze, Girard, O., 2d; M. J. Knapp, Girard, O., o.

One-half-mile, Open.—J. T. Huntington, Cleveland, 1:21 2-5; W. D. Banker, Pittsburgh, Pa., 2d; H. B. Schwartz, 3d.

One-mile, 3:10 Class.—W. S. Upson, Cleveland, 3:30 2-5; A. C. Banker, 2d.

One-mile, Open.—H. B. Schwartz, 2:52 2-5; J. T. Huntington, 2d.

One-half-Mile, Hands Off.—W. D. Banker, 1:42 2-5; John Fleming, New Castle, 2d.

Two-Mile, Open.—H. B. Schwartz, 6:25 1-5; A. C. Banker, 2d.

One-Mile, 3:00 Class.—W. D. Banker, 3:00 1-5; W. S. Upson, 2d.

One-half-Mile, Boys' Race.—Frank Marquis, 1:30 2-5; Ralph Bowers, Greenville, Pa., 2d; H. Wick, Youngstown, O., 3d.

The One-Mile Team Race was not run as two teams were disabled. The team of the Allegheny Cyclers promptly appeared when race was called and were awarded the prize.

One-quarter-Mile, Boys under Twelve.—Kincaid, 58s.; Bert. Greer, 2d.

One-half-Mile, L. A. W. Pennsylvania State Championship.—W. D. Banker, 1:22 1-5; H. B. Schwartz, 2d.

Three-Mile Lap Race.—H. B. Schwartz, 10:14 2-5; A. C. Banker, 2d; C. M. Brown, Greenville, Pa., 3d.

The races were timed by an electrical device, designed by H. B. Cubbison and C. L. White, members of the local club, operating a Waltham Chronograph; the first wheel crossing the tape starting the timer and automatically locking the apparatus preventing any other wheel affecting the timer, at the finish the timer was stopped by the first wheel crossing tape—insuring the correct time of race; each lap was recorded by the same means.

ENGLISH RACING NOTES.

A grand International Jubilee tournament was held at Alexandra Palace, June 23 and 24, in which the American Team competed, and some fast time reported. In the amateur half-mile handicap W. Illston rode two trial heats in 1:18 4-5 and 1:19 3-5, and won the final heat in 1:18 3-5. H. Synner rode a heat in 1:22 1-5 and five yards behind 1:18 3-5. F. J. Osmond won a heat in 1:21 3-5, and J. H. Adams also rode the distance better than 1:20. In the final heat of the professional mile handicap, Temple, 10 yards, finished third in 2:46, after waiting on his mark till the scratch man got level.

Some remarkably fast time was made in the one-mile tricycle handicap. Second Heat—R. J. Mecredy, Dublin, rode the mile in 2:57 4-5, making records at one-quarter, 42 1-5s. and one-half mile, 1:25 3-5. Third Heat—Frank Moore won in 2:59; one-quarter, 42 4-5s.; one-half, 1:26 4-5. Sixth Heat—E. Kiderlen, Champion of Holland, 3:01 4-5. Second Round, first heat, Mecredy, 2:59 3-5; second heat, 2:59 3-5. Final Heat—Kiderlen, 2:59 3-5; Mecredy second by a half-yard. The two-mile international tricycle race was hotly contested; Kiderlen won his heat in 6:00 2-5, and the final in 6:41; Gatehouse by a length; Moore by six inches. Kiderlen won by rushing between

Gatehouse and Moore just at the tape. The one-mile amateur handicap was a race of champions. F. J. Osmond won the first heat in 2:43 2-5. In the second heat, J. H. Adams rode two yards behind 2:43 2-5. The final was won by Mayes, 20 yards, in 2:43 4-5.

On Monday, June 27, R. J. Mecredy rode against the quarter-mile tricycle record, and succeeded in beating it, doing 1:24. Ralph Temple made a professional quarter-mile record, doing 37 1-5s. Mecredy made a three-quarter mile tricycle record, doing 2:04; and Patterson rode 19 miles, 480 yards, on an ordinary, in an attempt to ride twenty in the hour. King also beat the tricycle records from 21 to 25 miles, doing 1:14:43 3-5 for the latter distance.

THE AMERICAN TEAM ABROAD.

LONDON, ENG., June 26, 1887.

EDITOR OF THE WHEEL:—It is with satisfaction I note your promise to keep your paper well on the scratch mark, and your efforts I pray will be attended by the blessing of cyclists who will "chuck in" their almighty dollars into your capacious pocket.

Being so busy, I have had little time to correspond, and as Mr. Dodge filled the "foreign office" so well, no doubt you are well pleased. The "Wheelman's Record" of June 9 contains a most unfair and libelous statement on our team, and will be called upon to retract. The British press are behaving very kindly to us, and evidently appreciate our earnest efforts to do our best at all times. Our trip is an assured success, now, and we have (that is, Temple has) beaten every professional high and low in these Isles. We are making friends everywhere, and are "doing square business" and watching the effects of our trip zealously. Financially, we are much better off than when we started, although no one can ever expect to make "big money" in this country. Sixpenny "gates" don't pay like Springfield dollar "gates." We have appeared more than once a week in races since landing, and possibly have done too much work, as Woodville is evidently stale just now. Both Temple and he take a ten-day vacation at the seaside, Brighton, commencing Tuesday, and I go home to the old farm for some space of time. We re-commence at Leicester July 9, and Birmingham 16th. We go to Berlin, Austria, Norway, Holland, and France in September and October. The tournament just closed was a grand success "racingly," but not more than 8,000 people paid their small admissions, even though Mr. Cathcart advertised and managed it so judiciously. Cathcart is a grand fellow, and owing to the weather being excellent he should have been better supported by the "one hundred and four clubs." We all send greeting to American cyclists through THE WHEEL. Temple will return in November, Woodside and myself will remain here through next winter.

Yours truly, SENATOR.

RACE MEET AT RUTHERFORD, N. J.

Independence Day was celebrated by the Rutherford wheelmen with a race meet, which attracted some 3,000 people. The races were started at 9:30 o'clock. Summary:

One-mile Handicap.—R. R. Leeds, 75 yards, 4:15; W. C. Ivison, scratch, 2d.

Five-mile Scratch.—A. P. Jackson, 24:30; E. Ducommun, 2d.

Four Laps, Boys under fifteen.—Louis Chapman, 11 years, 3:17; Allie Rice, 14 years, 2d.

Two-mile Handicap.—E. W. Dean, Jr., scratch, 8:45; S. Winslow, 200 yards, 2d.

One-mile Bicycle, scratch.—E. W. Dean, Jr., 1st; A. P. Jackson, 2d.

PROGRAMME OF THE MASSACHUSETTS DIVISION MEET AT COTTAGE CITY.

The sixth annual meet of the Massachusetts Division of the League of American Wheelmen will be held at Cottage City, Martha's Vineyard, on August 4, 5 and 6. It is expected that this meet will prove the most enjoyable affair of the kind ever held by the Division. Cottage City is a delightful place to visit. It is a particularly charming resort for cyclists. The miles of asphalt paved streets afford perfect wheeling, and there are other attractions which will be appreciated by the cyclers. Chief Consul Hayes visited the Vineyard last Sunday, and is now at work on the programme, which will probably be issued in about a week.

Reduced rates have been secured from the railroads, making tickets for the round trip \$2.50, in-

cluding transportation of wheels. Special rates, varying from \$3 to \$1.50 per day, will be made by the hotels. The Sea View House will be the wheelmen's headquarters. A great many will no doubt, prefer cottages, and arrangements will be made for these. It is expected that a number of the wheelmen will be accompanied by their wives and sisters.

The Boston party will leave on Wednesday evening, August 3, by the 4:05 train from the Old Colony depot, so as to be on hand for fun early the next morning. The programme for Thursday will include a meeting of the board of officers in the City Hall a 9.30 A. M., and a general meeting of members at 10:30. At 12:30 the wheelmen will take the train to Katama, where a clambake will be served at Mattakeeset Lodge. Here various sports will be enjoyed. In the evening there will be a band concert at Ocean Park, and the wheelmen afforded, according to Chief Consul Hayes, every facility for "bluffing," whatever that may be.

On Friday there will be a parade of all the wheelmen, starting at ten A. M. At 4:30 P. M., there will be races on the Ocean Park course, which is three laps to the mile. In the evening a reception and ball will be tendered the visiting cyclists by the Martha's Vineyard club, at whose invitation the Division meet is held at Cottage City.

On Saturday there will be a sail on the bay in the morning, and in the afternoon a game of baseball between nines selected from the wheelmen and the residents. In the evening there will be a hop.

GENERAL REMARKS AND HINTS ON CONTINENTAL TOURING.

These I will make without any attempt at order, but just as I think of them I will put them down.

A matter of the first consideration is the question of cost. This, of course, must vary with the person and circumstances. I say before starting scrape together all one can, and bring back with him as much as possible; take enough, and be provided against emergencies. Though I took more, £20 covered all my month's expenses—without the long railway journey it would have been considerably less. Take it in gold and £5 notes, for safety deposit in different pockets. An English sovereign will pass anywhere for twenty-five francs, or their equivalent; at a Paris Exchange Office two or three sous (1d. or 1½d.) extra are generally given, and for a Bank of England note rather better exchange—these can be exchanged for one hundred and twenty-francs in any town on the Continent. I think it best to take ten or twelve sovereigns, with two or three half-sovereigns (as sometimes only 10s. exchange may be desired), and then the rest in one, two, three, four or more £5 notes. It is best to get one or two of the notes exchanged soon after arrival on the Continent, and others as required, leaving the loose sovereigns to exchange one at a time towards the close of the tour, or as wanted. It is not necessary to spend all the money one takes out with him.

The name of the hotel at Mentone I stopped at was Hotel des Etrangers; the name of the one I found afterwards, I think, was Hotel de France, situated in the main street.

It is desirable to have a passport, as it might be useful, though I did not require it in Italy or Switzerland. It would seem to be necessary to carry one at the present time while travelling in France. A passport costs 2s., and may be obtained at the foreign office through a banker or other authorized person.

In France, at the present time, at the hotels, visitors have to fill up a detailed form for the police, stating name, address, age, when born (day, month and year), where from, where going to, etc., etc.

Dark glasses or goggles are useful and desirable to protect the eyes from the white glare and dust of the roads. In some parts of France the horses shy very much. For this, in a recent number of "B. N.," someone recommends the cyclist to whistle a tune. I have not tried this, and if horses have an ear for music, as I believe they have, perhaps it would be advisable I should not. To those who cannot whistle a tune, I recommend to speak quietly to the horse as they approach and are passing it. Take a cake of tyre cement and some tyre fasteners. I find Rudge's tyre clips very useful. It is generally recommended not to tour on a new saddle; as my old one was very uncomfortable, I was obliged to, and found the ordinary Buffer saddle comfortable.

I generally carry a supply of chocolate with me; something of this sort will frequently be found very acceptable, as in some parts the towns are a

long distance apart, and in the villages it is difficult to get anything to eat. There is a good deal of rubbish sold as chocolate, but I can recommend any of the following—Cadbury's, Menier's, and Lombart's. It is preferable to get the smaller cakes, as they are not so thick and hard to bite. I did a rather clever thing at San Remo. I bought a cake of Menier's C., for which I had to pay 1*fr.* 40*c.* as there is a heavy duty in Italy on foreign chocolate; a few miles further on, after crossing the frontier, I could have bought the same for 90*c.* or 1*fr.* Not much substantial can be obtained at the pastry shops there; things are mostly puff, produced by the art of making a big show of giving as little as possible for one's money.

In the South there is very little twilight, consequently it gets dark about an hour sooner than here in England. Englishmen abuse their climate, foreigners praise their own. I have heard speak of the beautiful clear, blue Italian sky—it is all a fraud, I would like to have seen a little more of it. The Continental weather throughout the Spring seems to have been very similar to our own, and last year it was wet nearly all the time I was in Switzerland.

Services in the Continental English churches vary much, commencing at 10, 10.30, or 11 A. M.; time should be ascertained beforehand. Notice of the times should always appear outside the church; at Lyon it does not, consequently I arrived very late for service. At San Remo and Mentone the English churches are closed for the present.

In France a bicycle is conveyed by rail as passenger's luggage if accompanied by the owner, and may thus be taken any distance, payment of 10*c.* only being demanded for the registration ticket. In Switzerland and Italy, on the railway and on board the lake boats, a small reasonable charge is made. In Switzerland and Italy I have generally found the people very agreeable and intelligent, but I do not like the French much, they are not so agreeable, and there is a good deal of humbug about them.—F. FREEMAN, in *Bicycling News*.

CYCLE-MAKING AT COVENTRY.

A CHARMING ARTICLE FROM THE "DAILY NEWS."

A pleasant, quiet old town is Coventry, seemingly with abundance of time on hand, and full of piquant contrasts between the ancient and the modern order of things. It has queer little crooked narrow lanes, quaint, old, half-timbered buildings with overhanging eaves, diaper-paned windows and cottage doors that open in two halves. A good half of the people seem to live down courts, for which the finding of distinctive names has proved, apparently, too great a tax on the inventive ingenuity of the citizens. Their courts go by numbers, and in one street I observed "Court 35," which may or may not have been the highest number in it. Many of these courts are clean and bright-looking little nooks, floored with red bricks or flags, and brightened by lilacs and apple-blossoms at their inner ends, and as the stranger peeps and pries about the place he comes on many an old-fashioned little garden with cottages around in which it is difficult to imagine any of the residents beating their wives or starving their children, or getting the brokers in, or doing anything else not quite reputable and proper. In the midst of all sorts of indications of antiquity there are unmistakable marks of a progressive vitality characteristic of the Midland Counties. Hansom cabs ply about the streets, tram cars are propelled by steam power, and a free library, public baths, technical schools, and municipal buildings of one sort and another give an air of dignity and modern enlightenment to its ancient streets.

But where are the bicycles and tricycles? How is it that nobody is careering about the streets on the modern hobby horse which has done so much for the prosperity of the modern country? Is it only the wet day, or are the streets too much up hill and down dale for the youthful flexors and extensors of the citizens? "Oh no," replies the manager of one of the bicycle works. "The town's rather hilly, but in the country all around we have some of the best cycling roads in the kingdom. But people are too busy to be cycling at this time of day." "You have had rather a brisk time of it lately, I think?" "Never had such a season," was the reply. "We have had more orders than we could possibly get through, and though, of course, our busiest time is before Whitsuntide, we have at the present time over a thousand machines on order, and we have five hundred men working

at high pressure. There are thirteen cycle works in Coventry, large and small, and so far as inquiries extended this was pretty much the experience of them all. They have had quite an exceptional rush of business. One at least of these establishments has been employing seven hundred men, working in shifts night and day and they affirm that at least one-third of their orders they have been unable to execute. It is reckoned that £4,000 a week is being paid in wages, and, as a great many portions of the machines are made in other manufacturing towns, this sum possibly represents only a part of the money every week paid for the construction of these latter-day locomotives, the whole of the trade in which has been developed since the year 1876 or thereabouts. It is stated that in February last, just before the season opened, there were, in three chief works in Coventry, not less than twelve thousand machines in stock, and before the end of April every one had been cleared out. During the whole period acres of machinery have been running at high pressure in the making of new ones, and there is, to the eye of the stranger, at any rate, no slackening of speed at the present time. The largest bicycle works in Coventry—largest, at any rate, in the sense that its premises are extensive—covers five acres of ground, and has been turning out six hundred machines a week. The inspection of a factory like this, with its din and uproar, its whirl of wheels, its bewildering multiplicity of detail, and the equally bewildering technical jargon involved in any explanation of the various processes passing under view, is rather a fatiguing ordeal for a novice, deeply interested though he may be. Men are drilling and planing, and brazing and bending solid steel, blowing their furnaces hot with oxy-hydrogen flames, and grinding metal amid showers of sparks that would make no contemptible feature of a pyrotechnic display. To those who remember the wheels of the early old boneshakers—and, for that matter, to those who do not remember them, if there are such persons—the making of the new spider wheels is very interesting to watch. The rim of the wheel, the novice is surprised to find, is really a tube that has been squeezed somewhat flat, and has then had its edge bent up so as to make a groove into which the indiarubber tyre is cemented. Thus the minimum of weight and the maximum of strength are secured. It is pretty to go through process after process, and see these slender and elegant wire-spoked wheels forming under the hands of men, each of whom seems to have under absolute control some clever piece of mechanism, much of it itself the invention of the past ten years or so, specially devised for some process or other in the making of machines not even dreamed of twenty years ago. One interesting process in these works is the making of small steel balls for the "ball bearings" of the machines. Persons who are not cyclists may not be aware the curious device for reducing to a minimum of friction of axles. In most machines the axle of a wheel revolves in a sort of steel collar, which is kept greased in order to make it turn as easily as possible. But the best-oiled of ordinary bearings affords too much friction for the go-ahead times of ours, and the hub of the modern bicycle or tricycle wheel is not a solid metal collar, but a hollow receptacle filled with smooth steel balls, which roll round each other with the revolution of the axle passing through them. The manufacture of these steel balls is an important though subordinate part of one of these first-rate factories. A machine clips off small pieces from the end of a steel rod. These small pieces are now handed over to a boy, who takes up one by one with a pair of pincers, and thrusts it into a small cavity at the end of a swiftly-revolving steel bar, which instantly grinds off the roughest of its angles. They are now laid in the circular grooves of two steel plates which may be said to correspond with the upper and the nether stones of a flour mill. They are sprinkled with emery powder and rolled round in these grooves by machinery for five or six hours, thus becoming beautifully spherical and smooth, and only require to be subjected to a process of tempering to enable them to revolve among each other, almost absolutely without friction and without wear. In every part of the work of one of these great factories is something of interest and something which must continually awaken the surprise of anyone who reflects on the wonderfully rapid development of this important industry. The inventive power called forth by the demands of the cyclist can only be apprehended by one who has had an opportunity of going through the series of ten or a dozen extensive shops constituting a cycle factory, and learning

something of the processes by which the modern machine has been gradually evolved. Where the process of evolution is to stop, or whether it ever will stop, it is difficult to say. Popular favor seems to be as capricious in its demands for tricycles and bicycles as in almost everything else. At the present time what is known as "the Safety Bicycle," or by some "the bicyclette," is in extraordinary demand. All the makers seem to be concentrating their utmost strength on the production of this machine, the principle of which, curiously enough, is not patented. It is not everybody who dares venture to fly along country roads on the top of a 54-in. wheel, and of those who have the courage, it is not everybody who can put his legs far enough through a pair of bicycling pantaloons to drive such a machine. Mr. H. J. Lawson, of the firm of Rudge & Co., of Coventry, claims to have originated the idea of the now popular "safety," and in proof of his claim he points to a pair of legs of his own, not very well adapted to the largest of wheels, and to the fact that at the first Stanley Bicycle Show in London in 1877 was actually shown a patented machine embodying the principle of the popular "safety." To suit his own length of leg, he contrived a machine on which the rider sat on the smaller of the two wheels, and drove the back wheel instead of the front. Nobody would patronize the invention, however, and in the third year, when further fees had to be paid, so little success had attended the invention, that the patent was allowed to lapse. Hence it is, as Mr. Lawson affirms, that all the world is now running merrily about on a machine which carries the rider at a safe elevation above the ground, and at a speed which is little, if anything, below that of the largest cycles running. Many who had given up bicycling and had taken to the tricycles are, now that something of the safety of the slower machines has been combined with the speed of the best bicycles, returning to the two wheels, and it is allowed on all hands that this season the "safety" bicycle has no equal in the market. "You see," said the representative of one of the works at Coventry, "from one end of our place to the other that not a single machine of this type is to be found. Every single 'safety' has been cleared out just as soon as we could get it finished, and we could have sent out hundreds more if we could have made them. In what time a bicycle can now be turned out complete it is difficult to say. Makers have lately had little time for fancy experiments. But a few years ago the Princess of Wales ordered from a Coventry house a tricycle for a New Year's gift for one of her daughters, and it was to be plated all over. The work was begun at nine o'clock in the morning, and the machine stood ready for delivery by half-past two the same night—finished ready for a princess in about eighteen hours." Such is the rapidity with which new machinery and new methods have been devised of late that this, very likely, would be slow work now. Great as has been the demand for cycles this season, there is no reason to suppose that this new industry has even approached its climax and what incidental activities and what modifications of other businesses may be involved in its development. The steel spider-wheels of the cyclist may, it is thought by some, by-and-bye supersede the wooden wheels of the coach-builder. Cyclists' wheels for ordinary vehicles are being made in Coventry, and there are those who foresee for this new departure an important future. That tricycles are being more and more extensively used for carrying purposes is evident to Londoners, and every improvement in the machines is, of course, calculated to give a fresh impetus to the movement. Some towns appear to be a good deal in advance of others in this respect. In Reading, for instance, tricycles are very extensively adopted for business purposes. A butcher's lad was recently summoned for furiously driving his machine. The policeman swore that he was going at fourteen miles an hour, and the delinquent himself swore that he had 2*cwt.* of meat in his vehicle. If butchers can travel round with even 1*cwt.* of meat at seven miles an hour, it is not surprising that most of them on the level roads of Reading are doing away with horses and carts. What the butchers' boys may think of the change may be quite another matter. Frenchmen seem also to be taking to bicycling and tricycling, and some of the Coventry houses are already pushing their enterprise on to the Continent and out into the Colonies.

The New Castle races were successfully timed by electricity. We shall illustrate the method of timing, if possible.

THE ILDERAN TOURISTS.

At 3:30 P.M. on Saturday, July 9, the Ilderan Tourists assembled at their club house, together with a large crowd of their club mates, who had come to give them a send-off; ten accompanying them to the R. R. station. A line was formed on Sixth avenue, and after the signal was given the procession started for the West Shore Ferry at Jay street, N. Y. The street nobility on the way vented their rather free opinions of the tourists, much to the latter's merriment. The writer's helmet was pleasantly alluded to as "stolen from the Thirteenth Regiment," etc. They gayly wheeled over the Bridge, and riding down Chambers street they came to Jay street in time. The ferryboat was soon overrun, and arriving at the West Shore depot the cars were crowded, and after the wheels had been safely stored in the special baggage car the boys took possession of their sleeper, "Texarkana," having satisfied the inner man and having driven the waitresses almost crazy at the restaurant.

At 6:30 P.M. the train moved, amid the cheers of the accompanying Ilderans. The boys commenced to amuse themselves in divers ways. There was a delay at Cornwall, caused by a hot box. It was now growing dark, and the boys gradually grew more congenial. A granger, who entered the cars at Kingston, asked me whether we were a base-ball club, and, after this was denied and he had received the information that we were only inoffensive wheelmen, he asked whether we were going to Canada to race against that country. An attempt was made to start a concert, but on request it was indefinitely postponed. As time wore on, the boys grew sleepy, and after the berths had been prepared, they retired. Now came the fun. Every once in a while heads were poked out from the draping, only to have some missile, well-directed at that, fly at it. The Masher retired after his day's work in breaking hearts. He had to run the gauntlet, though. He was several times rudely torn from the arms of sleep. Various noises flitted through the air until about twelve P. M. When the train would arrive at a station there would be several allusions made to it all through the night. Hats and pillows were at a premium. All in all, we had a great time.

We reached Rochester at dawn; then the noise commenced again. It must be remembered that there were several instruments of torture, *i. e.*, musical instruments among the crowd, and that they were by no means silent. The Masher thought the noise a sham, but the "Jersey Lily" did not mind it at all, baffling all efforts of the fellows to wake him. "The Press" had a berth above him, even that did not wake him. "Prof." quietly smoked his cigarette and let it go on, without making one of his philosophical remarks. It was seven A. M., when the train reached Buffalo, where the crowd piled out to catch what glimpse they could of the famous town.

At 8:30 A. M., the train arrived at Morgan Falls, having passed splendid water-scapes on the way from Buffalo. A delegation of Niagara Wheelmen, the most prominent club of the town, met them. The tourists steered to the International Hotel, situated at the brink of the Falls. Having been assigned to their rooms they marched into the luxurious dining hall, and after satisfying their appetites, they proceeded to take in the grand sights of Niagara. Nobody can describe the grandeur of this cataract to a person who has not been there, so we will refrain. Capt. W. G. Cannon, of the Niagara Wheelmen, and some of his club-mates acted as guides. We took in everything; even going under the Falls in bathing suits. The hack-drivers evidently don't like bicycles, for if it had not been for them (the bicycle) the drivers would have turned many a dollar. Let the reader pick up a Niagara guide book and read everything and then imagine the tourists as taking in everything. After dinner the Suspension Bridge was crossed and Canadian soil was reached. We visited the Whirlpool Rapids, the grandest of all sights. Here we had a picture taken, with difficulties. When we came back to the town, Mr. J. H. Milby, Pres't of the Niagara Wheelmen, did us up "brown" in the way of hospitality. The evening was spent in taking in the town and talking about the jolly good fellows of the Niagara Wheelmen, one of them rides on one wheel and he "gets there" too. He is a most wonderful expert at this, going out on long runs with the boys riding only one wheel. Before supper the boys took a short run over the River road.

Meanwhile the Masher had done his work. We were here met by Mr. J. L. Bennett of Geneva.

Those who retired early made Rome howl in their rooms, varying the monotony of singing and joking by a friendly pillow combat. The mileage for the day was twenty odd miles.

At 8:15 the next morning (July 10), the procession headed by Mr. J. L. Bailey, of the C. W. A., and several of the Niagara Wheelmen, wheeled over to Canada. The scenery along the road was grand, but the road was of such a nature that a look around meant a header. The roads were poor all the way to Niagara-on-the-Lake. The tourists took in the Whirlpool and Brock's Monument. Owing to the bad condition of the roads and a late start, the Toronto steamer left the dock at Niagara ten minutes before the tourists came. It is computed by mathematical accuracy that the party had taken headers in thirty-two and three-quarters places. "The Press" and "the Masher" fell behind near Brock's Monument, as the former's luggage carrier broke and his property was strewn over the road, and before they knew it they were lost in the wilds of Canada. The Masher finally found the road by virtue of his cheek but the more modest "Press" took the railroad, arriving at Niagara, quite naturally, a few moments ahead of the party, who arrived much disgusted at the departure of the steamer. Well, the best had to be made of it. We went to the Queen's Hotel on Lake Erie on the commencement of the Niagara River. Then we took a most refreshing bath and a hearty meal. The weather was beautiful. A party visited the old (250 years) Fort Niagara, another went fishing, catching nothing, probably because they had "Sport" along, who made the fish blush by his great modesty in talking. A delegation of Toronto Wanderers, headed by the Reception Committee, composed of Messrs. G. W. A. Daniels and A. Rennie, eight in all, came down on the "Chicora" and met the Ilderans at the dock. Previously to this "Big Four" Hayes had nearly taken a header on the dock. His machine, however, took the bath, while he was undeservedly saved.

At six P. M., the steamer left for Toronto. It was a pleasant three hour's sail. The "Chicora" is a two-hundred foot paddle-wheel steamer. A picnic happened to be returning from the Falls, and a superfluity of female fairness flooded the boat. Here was a chance for the "Masher" who had now found a brother in his profession Masher No. 2. They were seen in the company of fair damsels on the way. A peculiarity of accent strikes the American in the Canadian speech. One fair one, when some one had deprecatingly talked of the States, threw up her little head with pride and anger and said: "Don't say that; I am an American!" The scenery (both natural and otherwise) was beautiful. Some of the tourists helped to empty some of the *belle Canadiennes'* lunch baskets.

Amid the cheers of both Ilderans and Wanderers, who had come down twenty strong to meet us, we landed at Toronto at 8:30 P. M. We rode through the well-paved city to the Walker House, where we took supper.

While at supper a large party of Wanderers came in, in line, and gave the Ilderans a cheer which was heartily responded to. Immediately after supper the party went to the York Street dock and took a specially chartered boat to Hanlan's Island, the popular resort of the Torontonians. The carousel were taken possession of, the sights were seen and finally a tug of war was decided in front of the hotel.

At eleven P.M. the boat was again taken and after a jolly sail on Ontario, including dance and b—, excuse me, ice-water, we reached home at 12:30 A. M. In the morning of July 12, the party visited the famous sights of Toronto, taking in the Wanderers' large and luxurious club house. Toronto is a splendidly built city, paved in part with wooden cobbles, which present good riding surface. Our thanks are due to the Wanderers who gave us such a delightful time. Their name will forever remain in our hearts. INDEPENDENT.

TORONTO, July 12.

RACES AT BROOKLINE ON THE FOURTH.

Two-Mile Bicycle Race.—Three entries: W. K. Corey, H. A. Benson and E. E. Smith. Until the last half of the second mile Benson lead with Corey in the rear. Corey then by a fine spurt placed himself in the lead and crossed the line in 7:49½. Benson 7:52 2-5; Smith's time not taken.

Slow Bicycle 100 yards.—Six entries. Race run in three heats. George Taylor 1st. Time 2:18 4-5. H. B. Seamans, 2d.

One-Mile Senior.—Three entries: W. K. Corey,

E. E. Smith and Fred Crane. Corey took the lead at the start and held it to the finish. Time 3:45 1-5. Crane, 2d. Smith out on a foul.

One-Mile Race Junior.—Contestants not over eighteen years old. Two entries. Fred Crane, 4:28 1-5. Stearns 2d, time 4:28 4-5.

BY WHEEL TO WASHINGTON.

TWO MASSACHUSETTS BICYCLE CLUB MEN AT THE CAPITAL.

[Special Dispatch to the Boston Herald.]

WASHINGTON, D. C., July 12, 1887.—Captain A. D. Peck, Jr., and James W. Burr, of the Massachusetts Bicycle Club, of Boston, have arrived, having accomplished the greater part of the trip from Boston on their machines.

"We had a most enjoyable trip," said Captain Peck to a reporter. "We left Boston June 30, and came by easy stages to Providence; took in the Harvard and Yale boat race on the way, and then, crossing Long Island Sound by steamer, we wheeled the whole length of the island, and arrived in New York on the Fourth of July. We remained in New York three days, and then came on to Philadelphia, where we also stopped three days. At Philadelphia we ascertained that the roads between there and Baltimore were impassable for our machines, and so we concluded our journey by rail. The only unpleasant incident of the trip occurred on Long Island, where we were brushed from our machines once or twice by the branches of the trees."

The two wheelmen will remain in the city three or four days. They expect to return to Boston by steamer from Baltimore.

GREENWOOD DEFEATS STONE.

On Sunday last, July 11, Hal Greenwood and Percy Stone decided their much-talked-about contest between St. Louis and De Soto, go and return.

The De Soto road is famous among wheelmen the world over for its great hills. Twenty miles south of St. Louis, the road seems suddenly to enter a mountain range. From the crest of one hill one can look across deep, narrow valleys and see the yellowish white path climbing tortuously up the opposite grade. A ride over it is a dipping down and a climbing up, like the path of a steamer in an ocean storm. Some of the hills are over two miles long, and so rough with loose stones and ledges of projecting rocks, worn out by rains, that it is hard work for a team to pull up an empty wagon even with numerous rests. The distance from St. Louis to De Soto and back is ninety miles.

At 5:03 A. M., A. K. Stewart gave the word "go" to the two men in front of the Missouri Club house. The first twenty miles is quite level, and on this Stone, who rode a Crank, put it all on and reached Maxville, twenty miles, in 1h. 15m. Then commenced the hills, and Greenwood on his Star commenced to gain on the long coasts. From a mile behind at Maxville he steadily drew up and passed Stone on the Kimmswick hill. A hard struggle. "Are you dead?" he shouted, as he swept by. Stone said nothing, but pedaled right down that fearful grade, Greenwood couldn't shake him, and was but a few feet ahead at the top of the Bulltown hill, twenty-six miles. Both spurred down this descent, the worst on the road. Greenwood was safe on the Star, but the group at the hotel at the foot were horror stricken as they saw Percy pedaling down among the loose stones head over the handlebars. Greenwood stopped ten minutes at the foot, but Stone went on. At Hillsboro, Stone was still in the lead, but the awful struggle on the hills was weakening him fast. At Victoria, three miles from De Soto, Stone was just pulling away from the creek when Greenwood dashed in on the other side. It was on the "Corker" hill, half way between, that Greenwood passed Stone for the last time and beat him into De Soto.

After the hour's rest Hal started back. Stone's bad condition had been kept quiet and he had been gone some time before it was announced he would not race back. A telegram to Maxville reached Greenwood near Bulltown, announcing Stone's collapse, and so Hal took it easy the rest of the way home. His wheel broke down at Bulltown, but he got another and came in all right. On the way down Greenwood climbed all the hills except the Frisco. Stone, of course, had to walk a number. Greenwood's time was: Left St. Louis at 5:03 A. M.; arrived at De Soto at 9:23 A. M.; ar-

rived at St. Louis at 4:55 P. M. Total time for the ninety miles, including all stops, eleven hours forty-two minutes

Greenwood was feeling all right after a bath and rub down and is at work to-day at E. C. Meacham's. Stone's performance, as far as he went, was the greatest feat ever performed on a crank bicycle. His Pedaling down those hills without a fall on the entire trip is conceded by all to have been phenomenal. He admits he was beaten fairly and thinks that nothing that travels on the ground can beat Greenwood on that road. Over \$1,000 changed hands on the result.

STEVENS RECOMMENDS EVERYBODY TO PURCHASE KRON'S BOOK.

A big pile of books were stacked against the railing of Mr. Mason's inner office at the rear of his Warren street cycle depot the other day, when I called in, and a man in his shirt-sleeves was busily engaged sorting them over, and boxing them up for expressing to different points. The books were copies of "X. M. Miles," and the man in his shirt-sleeves was Karl Kron. He looked tired, yet cheerful and confident withal as he shook hands and said, "How'dy." He hadn't time to do much talking, he said, just then, and characterized himself as the busiest man in New York. Between pasting directions on his packages, giving orders to the expressman and checking off numbers and addresses on his memorandum, however, he found time to say that he was more than satisfied with the outlook for the successful termination of the great publishing enterprise that had occupied his time, money and attention for the last four years. In addition to the 3,000 odd books subscribed for in advance, he is sending out about as many more, 6,000 in all, which he hopes wheelmen actively interested in encouraging the sport will get their friends to buy.

Kron presented me with an autograph copy of the great book, and in return received an autograph copy of "Around the World." I took X. M. Miles home and sat down and pondered awhile upon the vast amount of information and good solid material collected between its blue cloth covers, and of the enormous amount of labor, thought, energy, time and money that it represented. Four years of a Yale graduate's time and brains, and nearly \$6,000 in hard cash! I looked on its back and saw the price there marked in gold letters \$2.

Three thousand copies at this price over and above the 3,000 already subscribed for at \$1.00, I understand must be disposed of in order to bring him back the bare money he has spent on the book, saying nothing about his time and labor which he estimates at about as much more.

Kron has done a vast amount of good for the cause of cycling, as anybody can see for themselves, by glancing through his volume. He has done it, too, in a manner that has, so far, brought him returns chiefly in the shape of hard, grinding work and an ebbing flow in his bank account. Immured in "Castle Solitude" for days, weeks, months and weary years, his able pen has turned out for the benefit of the wheel world at large, bright thoughts, witty anecdotes, valuable statistics, biographical sketches and historical data that insures his book the appreciation it deserves, from all who buy and read it. How many will buy and read it, is now the question? Kron's 30,000 purchasers would respond far quicker than he could turn out the books, if that many people could be brought to a proper knowledge of what they were going to get for their money, there is no doubt. His plans are now to retire again to "Castle Solitude" and endeavor to awaken that number of his fellow humans up to a sense of their own interests; after which he proposes to reward them by bringing out a second volume.

That Kron's great enterprise has cost him a vast amount of work is conspicuously apparent from the book itself; that the proposed sale of 30,000 copies will involve a good deal more, he readily comprehends. Will he succeed? Yes, beyond a doubt. Wheelmen are noted for knowing a good thing when they see it; Kron will take care that they see his book—ergo, they will buy it, and Kron will be "happy ever after."

THOMAS STEVENS.

FOUR THOUSAND BOOKS.

EDITOR OF THE WHEEL; Reports from the Springfield Printing Company show that, during the week which ended last night, the whole number of copies of "X. M. Miles on a Bi." despatched to depositories and subscribers was 804,

raising the total output since June 1 to 4,131. Philadelphia, Scranton, Pittsburg, Reading, and a dozen lesser towns in Pennsylvania; Buffalo and a few other towns, in New York; Portland, Bangor and Belfast, in Maine; Worcester, Pittsfield and Greenfield, in Massachusetts, were the chief points supplied.

In the course of the present week, I hope to send books to Cleveland and other towns in Ohio; Hartford, New Haven, Meriden, Rockville, Stamford and New Britain, in Connecticut, and to several places in Pennsylvania, New Hampshire and Vermont. Indeed, I suppose the copies for Portsmouth, Brattleboro and Rutland started on their way this afternoon.

The labor of superintending their distribution—slow as it may seem to those whose turn has not yet been reached—has brought my weight down about a tenth, so that it is now only 125 pounds. To prevent its dropping any lower, I propose to drop work and try a week's sailing—my first indulgence of the sort in nine long Summers—but I shall be back to my task again before the paper which prints this is four days' old.

I shall be ready then to hear from subscribers in out-of-the-way towns—especially if they will notify me of a willingness to give store-room for a few extra copies, on the chance of selling them to new patrons. No cost or responsibility at all is assumed by those who thus receive the book; and when I get specimens of the sort in nine long Summers—but I shall myself assume the labor implied in forcing a sale. I don't expect any volunteer depository of mine to rustle around actively as a book agent unless he feels like it.

KARL KRON.

WASHINGTON SQUARE, N. Y., July 12, 1887.

AS TO THAT IMPORTANT LITIGATION.

Last week we printed a communication received from Gormully & Jeffery in regard to the pending suits.

We are now advised as follows by the Pope Manufacturing Company in a communication from them: "As to the disposition of the motions in the suits of the Pope Manufacturing Company vs. Gormully & Jeffery Manufacturing Company on the 27th ult., were incorrect in three vital points, and, therefore, misleading entirely; that the complainant did not withdraw the motions for injunction, the defendants were not ready for the hearing, and it was not at the request of the defendants that the cases were set for an early hearing in the Fall on final proofs. It was the defendants' counsel who plead for postponement on account of other engagements, and when the Court could not give an earlier time than Fall, to hear the preliminary motion, the cases were set for final hearing then by precedence over other cases, as a partial compensation for the complainant. The motions for injunctions were not argued, but the Pope Manufacturing Company did not back down on them."

ODDS AND ENDS.

Messrs. William Read & Sons have an interesting communication on page 673. Our readers should carefully note this.

Mr. W. H. Robertson, whose card appears in our advertising columns, makes a specialty of bicycling and athletic outfits.

Our mammoth illustration on page 665 shows Messrs Spalding & Bros.' newly patented hose. We have examined them carefully, and think they can't be beat.

The New York Club has a committee out on its new house, which it is proposed to make the most artistic and convenient of any in the country. At present the Club has two houses, one at 58th street and Eighth avenue, and one at 59th street and Ninth avenue. Both are elegantly furnished, and furnish ample storage for bicycles and tricycles. A large number of applications for membership have been received. The initiation fee is ten, and the annual dues twenty-five dollars. Address M. F. I. Slott, the Secretary, 58th street and Eighth avenue.

Dr. J. Leonard Corning, the eminent specialist for nervous diseases, has recently been instructed in bicycle riding by T. A. Smily, and, having mastered the art, expresses himself most enthusiastically regarding its effect on his health. The doctor affirms that his appetite shows a notable increase, his sleep has been improved, and in short his general health has been greatly benefited thereby.

Mr. L. Johnson is making a drive on Humber wheels. Of course, it is painting the lilly to praise the Humber tandem, and the Humber equal-wheeled safety is second to none, the Humber wheels being of the highest class.

Kluge is training at Roseville on a Crank wheel. If he develops any force he will ride a Columbia wheel this season. Rich, Hall, and Stenken are training at Roseville every afternoon.

George M. Hendee and his trainer, Harry Cornish, are to take up their residence at the Agricultural Park, Worcester, where the ex-champion will try and get himself in training for coming events. It is stated that his friends expect him to be in sufficiently good form before the season is over to warrant him challenging Rowe to a championship contest. A number of Worcester wheelmen are also training in the park. Among them are such fast men as Fred Midgley, Frank Martin, and William Windle.

Messrs. Bartlett & Macdonald have a number of wheels to rent, both bicycles, tricycles, and tandems, at their store, Sixth avenue and 125th street.

Philadelphians who receive a copy of THE WHEEL with the present paragraph marked will please accept the same as notice that their subscribed-for copies of "X. M. Miles on a Bi." are now awaiting claimants at the office of the Hart Cycle Co., 811 Arch street. Residents of New York, Brooklyn, Jersey City, and other adjacent towns will, in similar fashion, consider the marked notice as an invitation to claim their specially autographed and numbered books at 12 Warren street, this city, while dwellers at Buffalo, who receive the paper, will please call at E. N. Bowen's, 585 Main street. Any recipient of this notice who may not wish to claim their book at the specified half-rate of \$1, will confer a favor by sending notice of such release to Karl Kron at the University Building, New York.

The Terre Haute, Ind., Club held a race meet on Wednesday.

MANCHESTER, N. H., July 4.—The New Hampshire Division, L. A. W., held its fifth annual meet in this city to-day. There was a row to Fletcher's island and Lake Massabesic, and a banquet at the Manchester House.

Following the banquet a League meeting was held at which Secretary and Treasurer George F. Hill of Great Falls presented reports showing the sum of \$156.67 in the treasury. He was re-elected Chief Consul. The extreme heat prevented other features.

WAKEFIELD, July 4.—Three cycling races were run here to-day, with the following results: Three-mile, H. R. Emers, 1st; J. E. Coombs, 2d; J. W. Hewson, 3d. Two-mile, Henry Bouve, 1st; E. A. Camm, 2d; W. G. Aborn, 3d. Two-mile tricycle, L. Beebe, 1st; H. R. Emerson, 2d.

SALEM, July 4.—The one and one-half mile bicycle race was won by F. F. Burns in five minutes, Joseph D. Brady, 2d, with 45 yards handicap, in 5:20. The three-mile race had three starters. William H. Boudreau took first prize in 11:04 and T. F. Brennan, 2d, in 11:05.

The Park Commissioners asked Corporation Counsel Morgan J. O'Brien whether they had power to make restrictions as to the use of bicycles in the parks. Mr. O'Brien says that the Commissioners have no right to restrict the time or place of using bicycles in the parks, but they may make regulations compelling the use of bells, lamps and other devices to secure public safety.

Thomas Stevens is busy on his second volume.

A brother of George Weber, who gave great promise as a racing man, had his legs crushed at a rolling mill, so that they will be useless—see "Jonah's Jottings." We are sincerely sorry for so unfortunate an accident, and feel for the parents of these Weber boys.

Styles has some notes of more than usual interest this week, though they are always readable.

Messrs. Howard A. Smith & Co. have a desirable wheel extra, which every rider should have. It is a perfect lantern hanger, which can be put on the machine and taken off in an instant. It also admits of throwing the light in any direction desired, and can be attached to either side of the wheel. Price, postpaid, \$3.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	4	2
45	50	Standard Columbia,	90.00	50.00	5	4	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
47	54	Expert Columbia,	127.50	85.00	4	2	4
48	54	Rudge Lt. Roadster,	140.00	95.00	4	1	2
51	52	American Rudge,	112.50	80.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.00	75.00	Hil.Nkl.	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
81	52	Premier,	105.00	65.00	5	2	4
87	55	Spalding Racer,	140.00	60.00	4	1	4
90	52	Royal Mail,	137.50	85.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
92	54	"Racer,"	100.00	60.00	5	3	3
95	55	Spalding Semi Racer,	140.00	60.00	4	1	4
96	55	"Racer,"	140.00	55.00	4	1	4
98		Sparkb'k Hnm. Tdm.	265.00	200.00	4	1	1
99		Col. 2-track Tricycle.	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
112	50	Special Columbia,	120.00	60.00	4	2	4
116	48	Standard Columbia,	87.50	50.00	3	4	4
117	51	Special Star,	160.00	105.00	4	2	4
118	48	"Imperial,"	115.00	85.00	3	4	2
120	54	Imperial Challenge,	150.00	80.00	1	2	2
123	52	Sanspariel,	127.50	85.00	4	2	New
124	52	Sans. Light Roadster,	137.50	90.00	4	2	
125	42	Special Star,	120.00	85.00	4	1	1
130	51	Special Star,	125.00	95.00	3	3	3
131	51	"Special Star,"	120.00	90.00	4	2	4
132	54	Columbia Expert,	145.00	90.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspariel,	130.00	75.00	4	1	2
136	51	Special Star,	130.00	100.00	1	1	1
137	42	Standard Columbia,	95.00	45.00	1	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle.	160.00	110.00	4	2	2
143	56	Humber L't Roadster,	140.00	55.00	5	2	4
146	56	Columbia Expert,	140.00	85.00	4	1	1
148	50	Standard Columbia,	100.00	57.50	4	3	4
149	51	"Special Star,"	135.00	95.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	110.00	4	1	1
157	46	Standard Columbia,	85.00	55.00	5	3	4
158	48	"American Star,"	90.00	55.00	5	4	4
159	54	Standard Columbia,	110.00	65.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	4
161	54	Rudge L't Roadster,	145.00	110.00	4	1	1
162	45	Special Star,	70.00	40.00	4	2	2
163	51	"Special Star,"	75.00	40.00	4	2	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	45.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
169		Royal Mail Tandem,	260.00	150.00	4	1	1
170	56	Victor,	132.50	110.00	4	1	1
171	53	Col. Lt Roadster,	137.50	105.00	4	1	1
172	50	Standard Columbia,	90.00	55.00	3	4	2
173	54	Spalding,	145.00	85.00	2	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
175	53	R. & P.,	140.00	90.00	3	1	1
176	54	University,	135.00	85.00	4	2	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
180		"Hbr. Tandem,"	260.00	225.00	4	2	1
182		"Cripper Tri,"	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.85	85.00	4	1	2
189		Col. Tri. (3-track)	180.00	75.00	4	1	1
191	50	Columbia Expert,	125.00	85.00	3	2	2
192		Cunard Tandem,	250.00	150.00	4	1	4
193	54	Columbia Expert,	140.00	100.00	1	2	2
194	52	"Imperial,"	137.50	100.00	1	1	1
195		Sparkbrk. Hbr. Tdm.	265.00	185.00	4	2	1
196		Genuine "	265.00	200.00	4	1	1
198	52	American Club	150.00	80.00	2		2



NEW YORK AGENTS FOR THE

**HUMBER LIGHT ROADSTER,
HUMBER CRIPPER,
HUMBER TANDEM,
HUMBER TANDEM CRIPPER,
SPARKBROOK BICYCLE,
SPARKBROOK TRICYCLE,
SPARKBROOK HUMBER TANDEM,
ROVER SAFETY, Nos. 1 and 2.
NEW EXCELSIOR CYCLOMETER.
A FULL LINE OF SUNDRIES.**

OUR LIST, July 15, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 3.—50-in. Harv. Latest pattern. Ball wheels, plain pedals. Nickel, except rims. Good cond. Price \$80.
- No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.
- No. 9.—52-in. Exp. Col. balls all over. Wonder saddle, full nickel. Prime cond. Price \$90.
- No. 10.—52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$65.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$70.
- No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spoke cycl., lamp. Price \$40.
- No. 18.—54-in. Rudge L. R., '86, Enam. Balls all over. Good cond. Price \$95.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 25.—36-in. Kangaroo. Prime con. Price \$50.
- No. 27.—56-in. Col. Exp. Full nickel. Nickel worn. Good cond. otherwise. Price \$75.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$45.
- No. 30.—51-in. Star. Full nickel except rims. Good cond. Price \$56.
- No. 32.—50-in. Am. Club, '86, Enam. with nickel spokes. Cow-horn handles. Balls all over. Little ridden. Price \$90.
- No. 33.—56-in. Col. Expt. Full nickel. Excel. Cycl. Lamp. Balls all over. Good cond. Price \$95.
- No. 34.—Fowler tricycle. Hardly ridden. Worth looking at. Price \$55.

- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Plain pedals. Price \$75.
- No. 36.—48-in. Star. Good cond. Price \$56.
- No. 13.—50-in. Stand. Col. Nickel and enam. Balls to front wheel. Good cond. Price \$60.
- No. 38.—54-in. Col. Expt. Full nickel. Spade handles. Prime cond. Price \$95.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 43.—54-in. Col. Expt. Nickel with enam. wheels. Good cond. Price \$75.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
- No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.
- No. 46.—52-in. Am. Champion. Full nickel. Almost new. A big bargain at \$78.
- No. 26.—52-in. Singer. Enam. Price \$20.

This Week's Ba gains.

- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 48.—44-in. Crypto-gear'd Humber Tandem made to order. Cost \$325. Price \$200. Fine cond.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

For convenience of patrons, we are open from 8:40 A. M. to 6:15 P. M., half holidays included.

WETMORE & CHESTER,

49 Cortlandt Street, New York.

10 Wall Street, November 17, 1886.

MR. T. A. SMILY, with George. R. Bidwell, 313 West 58th Street.

DEAR SIR:—It has been my intention to write to you for some time past to inform you as to how I am getting along. In all I suppose I have ridden nearly one thousand miles since I have had my machine, and by following your advice have never yet taken the old time "header."

Sincerely yours, E. F. FAYE.

THE NEW YORK COMMERCIAL ADVERTISER, JULY 2, 1886.

T. A. SMILY, 313 West 58th St., New York City, MY DEAR SIR:—Permit me to thank you for the efficient form in which you instructed me to ride a bicycle. Yours truly, O. F. FROST.

Bicycle Business for Sale

In New York City; very profitable, doing the largest second-hand business in the country. The exclusive agency for a very popular line of A1 wheels goes with it. Large and profitable renting business which bids fair to excel anything yet done in that line; also complete repair shops always full of work. Also the exclusive control of a specialty for winter trade. Best opportunity ever offered. Price very reasonable. Address X. Y. Z., Post Box 444, New York City.

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

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HARLEM BRANCH:

124th Street and Seventh Avenue.

Renting, Repairing & Nickeling. Storing Wheels.



NOW WE HAVE IT!

The Perfect Lantern Hanger.

NO MORE TROUBLE WITH THE LANTERN.

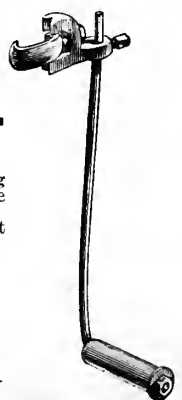
It can be put on or taken off in an instant, and admits of throwing the light in any direction desired; high or low directly in front of the wheel, or far ahead, and can be attached to either side of the wheel. The Newark Lamp Hanger has the endorsement of the oldest riders as being the only practical Lamp Hanger on the market.

PRICE, POSTPAID, \$2.00.

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Oraton Hall, Newark, N. J.

Manufacturers of and Dealers in Cycling Sundries. Send for our Illustrated Catalogue of everything in the cycling line.



We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

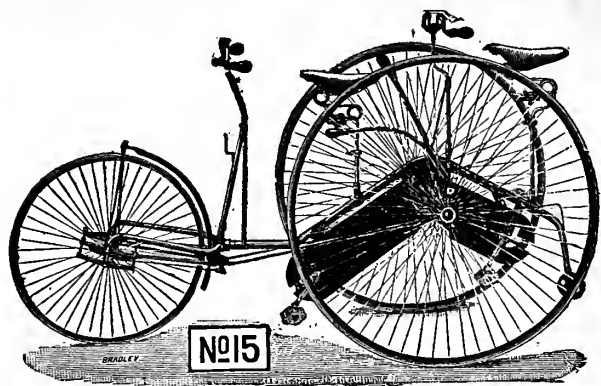
NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

124th Street & 7th Avenue.

38 Park Place, New York.

RENTING, REPAIRING, STORING.



FOR SALE, EXCHANGE, WANTS.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

FOR SALE.—52-in. Expert Columbia, full nickeled, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE.—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickeled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn.

FOR SALE.—Two bicycles and one running tricycle, at the lowest rate. Call at No 4 Second st., City.

FOR SALE.—Great bargain—54-in. Victor Roadster, 1886 pattern; enamel and nickel; new; price \$105. E. I. Horsman, 80 William st., N. Y.

BICYCLE BARGAINS.—54 in. Expert, full nickel, spade handles 54 in Expert, nickel, except wheels (new). 54 in. Rudge Light Roadster. At big bargains. Call. 34 Maiden Lane.

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

FOR SALE.—Camera, Lucidograph 5x8; Voiglander lens; extra plate holders; printing frames; ruby lamp; trays and chemicals. Cost \$90 00 two months ago. Price, complete, \$60.00. Amateur, P. O. Box 444, New York.

FOR SALE.—Bicycles—54-in. Rudge Light Roadster, '86 pattern; 54-in. Expert Columbia, full nickel, balls all round, new condition. Bargains. 34 Maiden Lane.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

WANTED.—40 or 42 in. Pony, or 45 in. Star, 1886 model. Have to offer in exchange, billiard table, 5x8 camera, 15x15x4 1/2 wall tent, lot of mounted game birds, new side saddle. Address F. M. Carryl, Passaic Bridge, New Jersey.

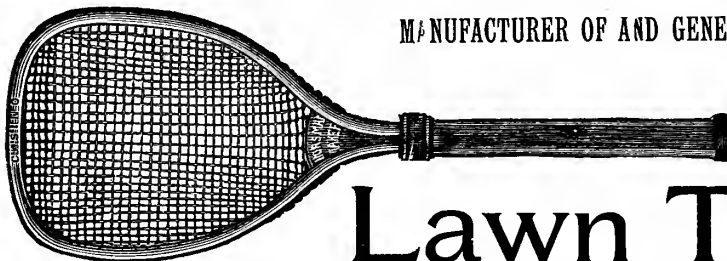
FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.

CUT PRICES ON Second-Hand Cycles.

ALL SIZES, ALL PRICES.

Send for List and save money.

S. T. CLARK & CO., Baltimore, Md.



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Lawn Tennis

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



DISOLUTION OF PARTNERSHIP.

CLEARANCE SALE OF

SECOND-HAND WHEELS.

THESE MACHINES MUST BE SOLD.

SIZE.	NAME.	BEARINGS.	FINISH.	CONDITION.	PEDALS.	PRICE.
44.	Standard Columbia..	Ball.....	Nickel.....	Good.....	Plain.....	\$40 00
48.	English.....	Ball.....	Enamel.....	Good.....	Plain.....	35 00
50.	Harvard.....	Ball.....	Nickel.....	Good.....	Plain.....	50 00
50.	American Club.....	Ball.....	Nickel.....	Good.....	Plain.....	75 00
50.	Standard Columbia..	Ball.....	Nickel.....	Good.....	Plain.....	50 00
50.	Standard Columbia..	Plain.....	Enamel.....	Fair.....	Plain.....	25 00
50.	Standard Columbia..	Cone.....	Nickel.....	Good.....	Plain.....	60 00
51.	British Challenge...	Ball.....	Enamel.....	Good.....	Plain.....	75 00
51.	Star.....	Plain.....	Enamel.....	Good.....	Plain.....	35 00
52.	American Club.....	Ball.....	Nickel.....	Good.....	Plain.....	75 00
52.	Expert.....	Ball.....	Nickel.....	Good.....	Plain.....	85 00
52.	University Club.....	Ball.....	Enamel.....	Good.....	Plain.....	90 00
52.	Harvard.....	Ball.....	Nickel.....	Fair.....	Plain.....	50 00
54.	Expert.....	Ball.....	Nickel.....	Good.....	Plain.....	75 00
54.	Expert.....	Ball.....	Nickel.....	Good.....	Plain.....	85 00
54.	Expert.....	Ball.....	Nickel.....	Good.....	Plain.....	85 00
54.	Harvard.....	Ball.....	Nickel.....	Good.....	Ball.....	65 00
54.	Standard Columbia..	Ball.....	Nickel.....	Good.....	Plain.....	60 00
54.	Rudge.....	Ball.....	Enamel.....	Excellent	Ball.....	85 00
56.	American Club.....	Ball.....	Enamel.....	Excellent	Plain.....	65 00
58.	Expert.....	Ball.....	Nickel.....	Excellent	Ball.....	85 00
58.	Expert.....	Ball.....	Nickel.....	Excellent	Ball.....	90 00
36.	Kangaroo.....	Ball.....	Enamel.....	Good.....	Plain.....	65 00
36.	Kangaroo.....	Ball.....	Enamel.....	Good.....	Plain.....	75 00
36.	Kangaroo.....	Ball.....	Enamel.....	Good.....	Plain.....	75 00

TRICYCLES.

48.	Columbia 3 track.....	Ball.....	Enamel.....	Good.....	Plain.....	50 00
48.	Columbia 2 track.....	Ball.....	Enamel.....	Good.....	Plain.....	80 00
44.	Columbia 2 track.....	Ball.....	Enamel.....	Good.....	Plain.....	90 00
44.	Humber Tandem.....	Ball.....	Enamel.....	Excellent	Plain.....	175 00
44.	Humber Tandem.....	Ball.....	Enamel.....	Excellent	Plain.....	225 00
40.	Malbo. Tandem.....	Ball.....	Enamel.....	Excellent	Plain.....	175 00
40.	Malbo. Tandem.....	Ball.....	Enamel.....	Excellent	Plain.....	175 00

All these machines can be seen at my establishment, or will be shipped to any address C. O. D., with privilege of examination, provided the person ordering will remit money enough to pay the express charges both ways. All the above machines are in good riding condition, and thoroughly overhauled by skillful employees.

CHARLES SCHWALBACH, Prospect Park Plaza, Brooklyn.

Wheels to hire for road use.

Purchasers taught free.

--- HOW TO ---
Buy, Sell or Exchange.
 ADVERTISE IN OUR
For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

J. O'CONNOR,
Practical * Boot * and * Shoe * Maker,
845 SIXTH AVENUE,
 First door from S. W. cor. 48th St., NEW YORK.
 All kinds of Foreign and Domestic Patent Dressings.
 A full assortment of Custom made Boots and Shoes
 always on hand at Reasonable Prices. Orders of every
 description promptly attended to and a perfect fit
 guaranteed.
LAWN TENNIS SHOES A SPECIALTY.

F. J. W. JAEGER,
Confectioner and Caterer,
 Bonbons, Chocolates, Caramels,
 ICE CREAMS AND WATER ICES
 OF ALL VARIETIES AND FLAVORS.
 MADISON AVENUE, COR. 59TH ST.,
 — NEW YORK. —

TEN THOUS MILES ON A BI.—Now for sale at
 11 Warren st. and 313 W 58th st., where subscribers of
 N. Y., Brooklyn and Jersey City have the privilege of
 securing it at half price, if applied for before Aug. 1.
 Specimens of the indexes (which cover 75 pp. with
 10,468 titles and 22,806 references) and descriptive circulars
 may be had on personal application as above, or
 will be mailed by the publisher, "KARL KRON, at the
 University Building, New York City, D." The book has
 908 pp. of 675,000 words, is bound in dark blue muslin
 with gilt top, and is mailed postpaid for \$2, by the
 manufacturers, SPRINGFIELD PRINTING CO., Spring-
 field, Mass.



ASK FOR THE
WENCK
PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

ANDREW GRAFF,
 MANUFACTURER OF
SEAMLESS SHOES.
 SPECIALTIES:
 Running, Walking, Bicycle, Lawn
 Tennis, Foot Ball and Base
 Ball Shoes.

337 COURT STREET,
BROOKLYN, N. Y

Pat. March 2, 1886.



Reg. May 1, 1885.

For practice, SEAMLESS CANVAS RUNNING SHOE,
 Light, Strong and Cheap, to order \$3 and 3.50.
 Send for Catalogue and Price List.

Genuine Royal Mail Bicycles and Tricycles.



DON'T PUT YOUR MONEY INTO AN
 IMITATION WHEN THE SAME
 AMOUNT WILL BUY THE GENUINE.

DON'T PUT YOUR MONEY INTO ANY
WHEEL WHEN THE SAME
 AMOUNT WILL BUY A GENUINE

ROYAL MAIL,

WITH
 A NEW AND MUCH IMPROVED PATTERN
 OF TRIGWELL'S BALL HEAD.
 WARWICK HOLLOW RIMS.

NO MORE GRIP-TIRES.

BOWN'S GENUINE BALL BEARINGS
 THROUGHOUT.
 DETACHABLE CRANKS AND HANDLE BAR.
 OVAL BACKBONE, LACED SPOKES, ETC.

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 SOLE UNITED STATES AGENT.

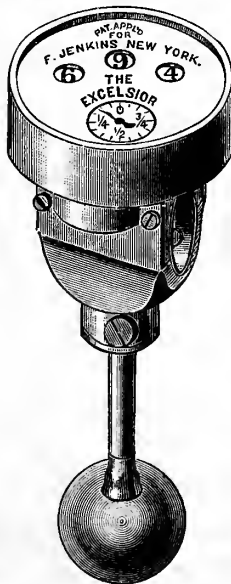


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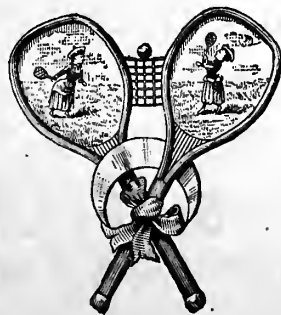
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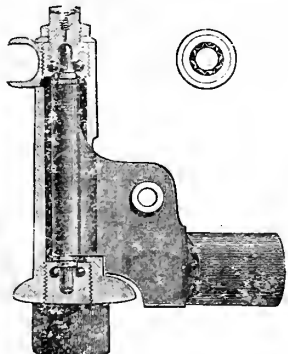
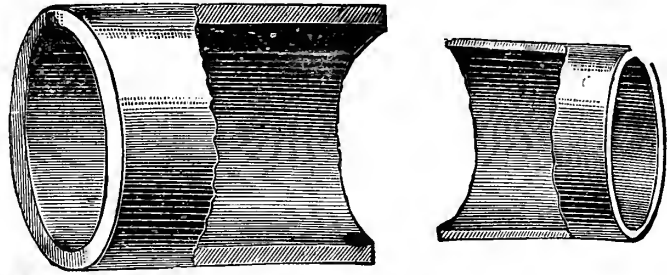

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A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ~~AT~~ **AT NO SINGLE TIME SINCE JANUARY** have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE,

WITH

Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been **PROVED** by two years' use a great success, and the best critics are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the **Strengthened Perfection Pattern Backbones and Forks** common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

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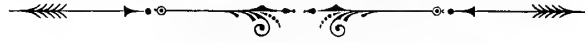
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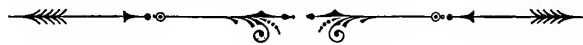
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the *Expert Columbia*, and on the *Light Roadster* for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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THE VEHEMENT

A JOURNAL OF CYCLING

AND RECREATION.

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NEW YORK, JULY 22, 1887.

[WHOLE NUMBER, 303.

VICTORY.

THE



QUADRANT



VICTORY.

Again Victorious!

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On May 21st in England occurred the greatest hill-climbing contest the world ever saw. The famous Weatheroak was the scene of the contest, and the best hill-climbers in all England were specially engaged to snatch from the QUADRANT the glory it had gained by previously surmounting this formidable eminence. The following is the result: —

MACHINE.	RIDER.	TIME.
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7. Humber Safety Bicycle.....	S. C. Stephenson	1.54 $\frac{1}{2}$
8. " " "	W. Allen	2.17 $\frac{1}{2}$

Four others failed to get up.

MR. ALFRED BIRD, who previously had climbed this hill four times on a QUADRANT, rode another make of machine in this contest and failed to reach the summit—an incontestable proof of the superiority of the QUADRANT.

The Quadrant now holds all Tricycle Road Records in the United States and the
WORLD'S ONE MILE ROAD RECORD OF 2 MIN. 38 SEC.
 FOR ALL KINDS OF MACHINES.

Singles and Tandems now Ready for Delivery.

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Cures and Prevents
**Colds,
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 Neuralgia,
 Soreness or
 Stiffness of
 Muscles,
 Sprains,
 Bruises,**

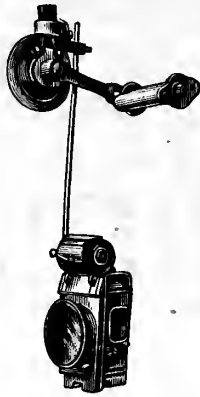
quicker than any known remedy. It was the first and is the only PAIN REMEDY that instantly stops the most excruciating pains, allays inflammation and cures Congestions, whether of the Lungs, Stomach, Bowels, or other glands or organs. Athletes will find the application of Ready Relief of great value, in relieving all soreness and stiffness in the muscles

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Thirty to sixty drops in half a tumbler of water will in a few minutes cure Cramps, Spasm, Sour Stomach, Nausea Vomiting, Palpitation of the heart, Malaria, Chills and Fever, Faintness, Heartburn, Sick Headache, Diarrhoea, Dysentery, Colic, Wind in the Bowels and all Internal Pains.

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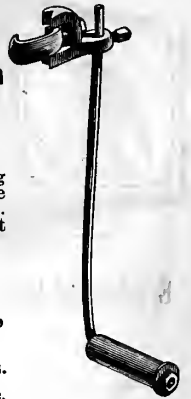
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FOR SALE BY

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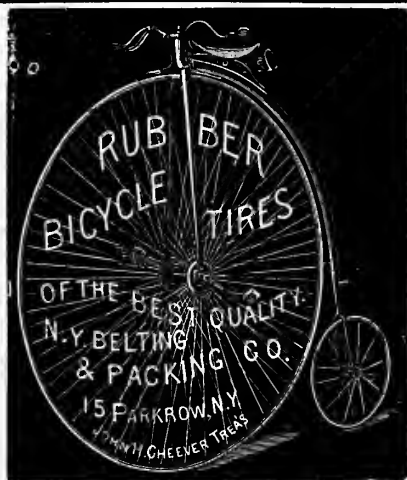
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As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

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It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

We Guarantee the American Light Champion to carry 200 pounds. Here is some proof:

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Dear Sirs:—It gives me much pleasure to announce the complete satisfaction produced by your wheels here. My weight is 200 lbs., yet I rode the 52-inch Light Champion, over the very roughest roads in the world, sixty-three miles yesterday, and it proved itself as staunch as the staunchest, and the ram's horn bars are, to say the least, the most desirable handle-bar made, for *hill climbing* they are indispensable.

I remain, very truly,

DR. FRED. HIBBARD.

We claim our Wheel is the most rigid, and has the easiest running bearing in the world. Here is some testimony on that point :

PEORIA, ILL., May 7, 1887.

Gentlemen:—I want to say that I am more than pleased with the 52-inch Light Champion I bought of you this Spring. I have given it every possible test and it gives me great satisfaction to be able to say that it suits me better than any wheel that I have ever ridden—and I have ridden nearly, if not quite, all the modern wheels. It is the most rigid and by far the easiest running wheel I have ever ridden. I am well satisfied that it goes up hills much easier than any other I have ever ridden, while I know it will out-coast anything here. Its ease of running is a most noticeable feature, and this I attribute to the ball and socket connection of the front forks to the bearing case. The ball-head is a great advantage—perfect control and no rattle. The Cobblestone saddle is the most comfortable I have ever been on.

Yours truly,

BERT. MYERS,
Captain Peoria Bicycle Club.

You must bear in mind, gentlemen, that our Wheels are strictly original. Every vital point is covered by a patent of our own, and the latter in most cases gotten up by ourselves. We make our Wheels from the bottom up, too, with our own plant and on our own premises, and, as a natural consequence, we know what goes into them.

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Outing and The Wheel	- - -	3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,
 23 Park Row,

P. O. Box 444. New York.

EDITORIAL.

Mr. Frank H. Rich tells us this week of a day's jaunt up through the Westchester hills past Croton Lake, thirty-eight miles, and Lake Mahopac, fifty-six miles. Doubtless Mr. Rich's careful directions will enable others to follow in his footsteps. Touring wheelmen can do no greater favor to their fellows than to open up some new route they have discovered, some delightful experience they have had, by publishing a sketch of their route in the wheel papers. We welcome all such.

A friend encloses a clipping from the *American Prevaricator*, in which we are accused of editorial blackguardism. We thank him very kindly, but we cannot afford to notice the actions of the editor of the *Prevaricator*. We had the pleasure of running to earth this contemptible sneak, and mercy now bids us let him severely alone.

Since the *American Wheelman* calls us "friend" and "esteemed" we cannot reply too harshly to its criticism on the comments we recently made on its prediction that Mr. G. R. Bidwell would be next President of the League. We are too happy to fight, too busy to refute the false motives with which the *Wheelman* has credited us. Our personal relations with the past and present editors of the *Wheelman* have been of the most agreeable nature, as for Mr. Bidwell, we reside in the same village with him, and perhaps we understand each other much better than does our far-western contemporary either of us.

At the meeting of the New Orleans Division, L. A. W., which our correspondent admirably details, Mr. W. W. Crane reflects on the willingness and ability of the Rights and Privileges Committee to undertake the work that comes within their province, even when opportunity for doing such work is pointed out to them. The case in point is the opening up to wheelmen of the Bay Beach shell road at Mobile, Ala. Mr. Crane had a long correspondence with the Rights and Privileges Committee, and they finally decided that there was no case for the League, since there was not a single wheelman in Mobile, and but seven in the entire State of Alabama. It might be well to fight for a principle, if the League were overburdened with money, but under the present straightened circumstances, it would be most unwise.

The success of the "Liberty Bill" has encouraged the brainy men of the New York State Division to still further effort for the "comforts and pleasures" of wheelmen. This time it will be a grand coup. At the Fall session of the New York Legislature, a bill will be introduced for the building and proper maintenance of better roads. It is pro-

posed to interest the horsemen in the movement if possible. This is the real work of the League. It will commend itself to every wheelmen throughout the country, and when the proper time comes, the money and labor should be forth coming. The editorial which we quote from the *New York World* would indicate that the support of the press could be easily obtained.

It is probable that the League will shortly take action on the question of road racing, by passing resolutions condemning these contests. Personally we are heartily in favor of and never fail to work up the proper amount of enthusiasm over these contests, but they are illegal, and we hope the dictum of the League will be obeyed. Had a New Jersey Senator attempted to drive along the local road race course on the occasion of the last contest, he would not fail to raise his voice in the State Legislature against this practice. Mr. C. S. Luscomb has given a careful digest of the subject, which all right-minded people will accept as right and just.

Some cycling papers have been good enough to insert the letters of a certain professor of cycling, at so much per line, and this causes *The Owl* to remark that he can see no reason for this extraordinary waste of space and printers' ink; that cycling journalism is already weak enough; without further dilution by such trash. It is rather absurd for *The Owl* to rail at the weakness of cycling journalism, since he has a hand in the make-up of so many papers. There is no one more ready to admit this weakness than the writer. But that they are weak is the fault of the wheelmen, not of the editors and publishers. The wheelmen are afraid to part with their little dollar, for which they can obtain a first-class paper—such as they are—for one year. Out of every hundred, one subscribes, fifty read the club copy, and the minority care nought for the cycling press. Once upon a time an underbred person made it the burden of an insult to tell us that cycling journals were no good, very amateurish, the insult being in the manner of the man, rather than in the mere recital of facts. We happened to look him up on our books, found out that he had never subscribed to THE WHEEL, had subscribed to *Recreation*, that was, and was in arrears for six months. Of such are these quibblers.

THE LEAGUE AND ROAD-RACING.

CHAIRMAN LUSCOMB HOLDS ROAD CONTESTS TO BE ILLEGAL.

TO THE EDITOR OF THE WHEEL.

DEAR SIR:—Responding to your request for an official statement upon the question of Road-racing, its legality, and the position of the "L. A. W." in relation thereto; after a careful examination of the matter in its legal bearings, the logical conclusion is irresistible, that the use of bicycles and tricycles in racing upon public roads and highways is unlawful, and should be disapproved and discouraged.

Our foundation argument and constant contention is that the bicycle and tricycle are vehicles, entitled to all the rights and privileges accorded to other carriages; but we must not, and cannot, claim exemption from the restrictions they are under. Otherwise, we are wholly inconsistent and are forced to occupy the untenable position that we are carriages when we want to be, and something else when we seek favors, carriages do not and cannot enjoy.

Road-racing upon public highways, by drivers of carriages, is unlawful, and the bicycle and tricycle have no superior rights which permit them privileges prohibited to the carriage.

Under certain circumstances, this form of sport might be proper; where, for instance, a county, city, village or township, owning and having entire control over and management of a road, and legally qualified therefor, expressly permits a race thereon at a specified time.

When, either by statute or ordinance, the speed at which vehicles may be driven is regulated, the bicycle and tricycle must conform thereto, and in all such localities this is practically a bar to racing and plainly declares its unlawful character.

In places where there appears to be no statute or ordinance, the common law principle that roads and highways were established and maintained for the purpose of affording means of passage by the people from place to place, would govern.

The roads were not created to provide a track upon which men might test their speed power and

endurance, and they could not be lawfully so used without the general assent of all entitled to use them.

No man has the right to go upon the highway in an unusual manner. If such use shall in any wise prejudice the free and orderly use, and the comfort and safety of another.

So much for the principles applicable to and governing road-racing.

The practical application of racing upon the highways by a number of contesting wheelmen, emphasizes the force of the argument against such use and indicates without semblance of doubt, the position law abiding riders must take regarding it.

We are now, with much labor, and gratifying success, establishing our legal status and firmly demonstrating our equal rights upon the highways.

In the near future, the grand undertaking of improving the condition of the roads, is the great burden, the crusade, the "L. A. W." has to enter upon. In this important enterprise, no action, which the League cannot logically and legally defend, should be permitted to hamper the effectiveness of our progress.

Looking over the whole field, there appears but one course for League members, loyally interested in the advancement of the organization, and that, to withdraw from all participation in road-racing and exert actively their strongest influence in its discouragement.

Yours fraternally,
 C. H. LUSCOMB.

WHEELING AMONG THE WESTCHESTER HILLS.

FROM NEW YORK TO CROTON LAKE AND LAKE MAHOPAC.

Outside of the regular routes laid down in the road books; viz: one along the Sound and another along the Hudson, with possibly one to White Plains, there seems to be very little wheeling done in this beautiful section of the country.

On Decoration Day, having two days together, I started to explore the country in between the above mentioned routes, my objective point being Lake Mahopac. On Sunday, May 29, at about 7:30 A. M., I started alone from North New York, on my fifty-two-inch Expert. The Southern Boulevard, a few blocks off, is, I believe, well known in this city. About five miles up this macadam road, opposite Fordham, we turned east a short distance, past the beautiful Lorillard's woods—one of the sites for the new parks—cross the Bronx River, and wind through the devious lanes of the little village of Bronxdale, till we meet the macadam boulevard running through William's Bridge, and east a short distance from the Harlem Railroad all the way to Mt. Vernon, most of the way along a high ridge overlooking Woodlawn Cemetery. The road is pretty rough macadam, and the cyclo-meter registers nine miles.

At the point where we meet the New Haven Railroad, we have a choice of two routes; one the old White Plains Post road, pretty good up to Scarsdale and then very sandy; and the other a good gravel road, a little west of the Harlem Railroad, running through a partly wooded, undulating country, with the pretty Bronx winding along near by. I took the latter. A mile or so above Mt. Vernon it crosses the railroad to the east for a short distance, and recrosses at Bronxville, where there is a railroad station, and then west and north, past a dam and fall on the Bronx; here it is fine macadam for a mile up to a junction of Central avenue and a macadam road running to Yonkers.

From here the road is seven miles straight away to White Plains, mostly good gravel; near White Plains it passes across an old battle ground of the Revolution. I reached White Plains at 10:30, about twenty minutes from starting point. This is a very pretty town, with wide shady streets and pretty residences.

Crossing the Harlem Railroad again, east a few blocks, and then north, we soon strike very hilly country and sandy, but rideable roads, and after a mile or two cross the railroad again, west, and had a twenty-five minutes' walk up an immense shady hill; the road winds a good deal, and is mostly shaded, and picturesque rocks rise up here and there; from the top of this hill I could see long stretches of the Long Island Sound, fully ten miles away, between the summits of the lower intervening hills, and had a good bird's eye view of a large section of country to the south-east. From this point the hills of the county fairly commence, rising higher and higher till Croton Lake is reached.

The roads now became very sandy and hilly,

necessitating a walk of two or three miles, excepting for short distances; but it is through a beautiful country, with substantial farm-houses here and there, the road mostly shaded, and the air sweet with the perfume of locust trees, now in blossom, and cherry, apple and pear trees lining the roads everywhere.

I soon reached Unionville, a small town about five miles from White Plains, and then descended from the hills to lower country, reaching in a short time Neperan, a station on the H. R. R. The roads here are ridable, gravel and a little sand pasture and wood alternate along here, giving a pleasing variety to the landscape.

At about 1:30 I reached Pleasantville, the largest village above White Plains on the Harlem line. It is a neat, shady town, with one, long main street, which was wretched riding, being covered with sand about four inches deep. I rode it, however, and tried to find a hotel, but nobody knew of one. Finally, after retracing my tracks for a mile, I found a wretched hotel, where all I could get was bread and milk, at an exorbitant price.

As soon as I finished this slim meal, I immediately dug in for Chappaqua, a couple of miles beyond, over a new road the hotel-keeper told me of. This road was the best since leaving White Plains, it being hard gravel, and I made Chappaqua in about fifteen minutes. This road runs just east of the railroad alongside a beautiful high-wheeled ridge all the way.

Passing by Horace Greeley's homestead, and crossing the Harlem Railroad for the last time, the roads improve some, but rise rapidly, and finally, in the vicinity of Croton Lake become low mountains, entirely wooded. The first two miles are steep enough to force me to get off and push, but from the top I rapidly rode down a pretty rough road into a long deep hollow; in fact, the roads here continually ascend and descend immense hills, generally ridable on the descent; but the country is so beautiful that one does not mind walking now and then; deserted houses and barns line the road here and there, and from every hill top an entirely new view may be had; from some only a few near mountains could be seen, and from others the distant, light blue highlands, back of Peekskill, filled the gaps between the neighboring hills. The views along the Hudson are grander, and to a wheelman it takes hours for a view to change, but here the landscapes are crowded close together, and every hill top passed gives an entirely new picture.

At about 3:30 P. M. I descended the last mountain rising from the banks of Croton Lake, and the road being very steep, a good deal more so than the rake of my wheel. I think, I dared not apply the brake, and before I knew the wheel acquired such speed as to make dismounting impossible—the road was visible only a rod or two ahead, through the woods, continually turning, and it descended in a succession of steep declines, each ended by a mound two to three feet high across the road, intended as gutters, I suppose, up which the wheel would jump like a bird; however, after the fastest time of the trip, the bottom was reached safely, and a sudden turn in the road revealed the waters of Croton Lake.

Here I met two young ladies from the city, out fishing, and after a pleasant little conversation, mounted and followed the lake to Pines Bridge, which crosses it at a narrow spot. The lake is a pretty sheet of water, mostly surrounded by low mountains; and very long and narrow, but arms or bays project from it here and there; below this bridge could be seen the high trestle-bridge on the Northern Railroad, which crosses here; there is also a hotel at this spot.

From here I took a road which turned a few times and then ran straight northward up a long hill (about a mile walk), called on the map Cat Hill. Cold springs abound, and brooks of all sizes come rushing down the hill everywhere, the roads now gradually bettered, the hills lowered and spread further apart, and by the time I made Yorktown, a small town on the Northern Railroad, a few miles from Croton Lake, the riding was very good.

At this place I was astounded to meet a wheelman from this city, who had ridden up along the Hudson the day before. He was a very pleasant fellow, and told me how he was obliged to walk most of the way from Sing Sing, on account of the small amount of rake in his Rudge machine; but I had to hurry on—I was here within a mile of Lake Mohansic, but had no time to stop. The road continued nearly level for some miles, winding around and thus avoiding the high hills, and giving variety to the landscapes.

I soon met a party of young farmers in a wagon, who wanted to give me a tow; but I asked them to turn out of the road for a moment, which they obligingly did, and I sped past and left them out of sight in a short time, a proceeding which much surprised them.

All went well till within five miles of Lake Mahopac, when I encountered a succession of long low hills, just a little too steep to ride, and of the modest length of two miles or so each; the country about here is generally open, farming land and orchard scattered here and there.

At seven o'clock, after a last toilsome climb, I made my way through a little village at the foot of Lake Mahopac, and stood upon its shores just as the twilight settled down. After riding along its bank a short ways, past the big hotels, I succeeded, after numerous inquiries, in finding my friends, with whom I was to pass the night. My cyclometer registered fifty-six miles, and at Croton Lake thirty-eight miles; although I must have walked fifteen miles of steep hill on the way, I was amply repaid by the numerous pictures of sylvan scenes and clustered hills passing by in endless succession. Cool, clear springs abound, being found every few miles, and every wheelman knows what a blessing they prove on a warm day. Sand is rare, except a little washed down in each hollow from the hills above, but seldom forcing a dismount. One region, however, is very sandy, that is, the country around "Lower Cross Roads," a hamlet northeast of Tarrytown a few miles, near the Northern Railroad; the remainder of the roads are generally good gravel.

FRANK H. RICH,

No. 285 Alexander avenue, New York City.

A CLERGYMAN RACES WITH A CYCLER.

There was an event of late occurrence which escaped the notice of sporting reporters. It was the trial of speed between a bicycle rider and a railroad train, the principals in the race being a clergyman and a grocery clerk.

The clerk has a record for fast time on the wheel equaled by few in this immediate vicinity. The clergyman has a strong inclination to secure a better record, but has not yet had the opportunity to experience a "header," having never mounted a machine. He spoke of his desire, and the enthusiasm of the clerk knew no bounds. He was anxious to convert the clergyman into a cyclist, and freely talked of wonderful achievements on the road. The dominion was on his way to Newark, and the clerk challenged him for a race, the former to go by train on the Central Railroad branch, and the latter on his wheel.

The cyclist started from Broad street less than four minutes ahead of the train containing the clergyman, and speeded up North Broad street to the boulevard and so into Newark. The clergyman's train made only its regular stops at the stations on the line, and rolled into the Broad street station inside of twenty-two minutes.

The clergyman consulted the time table for return trains, and then sauntered out to stand in the shade on Broad street to await the arrival of the wheelman. Crossing from the depot his surprise was great to meet the cyclist coolly walking over to greet him.

Time for the return trip was agreed upon, and the start was made together. On coming down the Boulevard the cyclist fell in with a fellow rider, and for a distance slackened his racing speed. In consequence of this the clergyman won on the home stretch by exactly seven minutes.

The race has created a great deal of amusement, but as far as reported no one has reason to feel bad over misfortune in the exchange of money. It was a bona fide test of a cyclist's speed.

The clergyman will get a wheel.—*Elizabeth Journal.*

RACE MEET AT TERRE HAUTE.

The Terre Haute Bicycle Club held a successful race meet on Wednesday, July 13, about 1,500 people being present. A summary of the races is as follows:

One-Mile Club Championship.—Anton Hulman walked over; time, 3:47.

One-Mile Novices.—S. Wilhite, Crawfordsville, 3:13 2-5; A. Griswold, Terre Haute, 2d; O. F. Jamieson, Cambridge City, 3d; Ira Calder, Terre Haute, 4th.

Two-Mile State Championship.—T. B. Nicholson, Crawfordville, 6:12; A. Hulman, 2d. Beaten just at the finish.

One-Half-Mile Ride and Run.—Henry Gordon, St. Louis, 3:05 2-5; L. M. Wainwright, Noblesville, 2d; Hal Greenwood, St. Louis, 3d; M. Goodwood, Newcastle, 4th.

Three-Mile Championship.—A. Hulman, Terre Haute, 11:42; H. Gordon, St. Louis, stopped at four laps.

One-Mile, 3:30 Class.—J. F. Lee, Crawfordsville, 3:15 2-5; H. Wilson, Rushville, 2d; L. J. Kech, Rushville, 3d; W. Ridenour, Terre Haute, 4th.

One-Half-Mile State Championship.—A. W. Allen, Indianapolis, 1:30 2-5; A. B. Allen, Indianapolis, 2d; Charles Crain, Terre Haute, 3d.

One-Mile, Forty-Pound Road Wheels.—Ed. Hulman, Terre Haute, 3:13; A. B. Taylor, Indianapolis, 2d; Josh Zimmerman, Indianapolis, 3d.

One Mile Bicycle, Scratch.—T. B. Nicholson, Crawfordsville, 6:08; Chas. Crain, Terre Haute, 2d; Hal Greenwood, St. Louis, 3d.

One-Mile, Star Wheels.—F. E. Eastlack, Crawfordsville, 3:16; Hal Greenwood, St. Louis, 2d; Frank Fisbeck, Terre Haute, 3d; Al. Murphy, Terre Haute, 4th.

One Half-Mile, 1:40 Class.—A. B. Taylor, Indianapolis, 1:28 3-5; J. A. Lee, Crawfordsville, 2d; H. Wilson, Rushville, 3d; L. J. Kech, Rushville, 4th.

Three-Mile Team Race.—Terre Haute, first; Crawfordsville, nowhere, having dropped out on the second lap. Terre Haute Team: A. Hulman, 1st; Ed. Hulman, 2d; Chas. Crain, 3d. Crawfordsville Team: T. Nicholson, F. E. Eastlack and J. H. Lee.

Prince Wells added to the interest in the tournament, by a fancy riding exhibition. He also rode a mile on one wheel in 4:47. Harry Gordon also gave an exhibition. While Gordon and Wells were doing a double act, they fell heavily to the ground, Wells being badly bruised.

In the evening the Park was thronged, the feature being the distribution of the prizes.

MINNEAPOLIS WHEELMEN IN LINE.

The wheelmen of Minneapolis held a successful parade on Saturday evening, July 9. There were one hundred and seventy-one wheels in line, each one having from one to twenty-four Chinese lanterns affixed to his wheel. The get-up of some of these was remarkably good, showing considerable ingenuity in finding places to hang a lantern. The procession was headed by the St. Paul, Minneapolis and Mercury Bicycle Clubs, followed by an army of unattached riders, some riding crank machines and others star and safeties. Four tricyclists and a tandem completed the procession. In the procession there were one hundred and forty-five crank bicycles, twenty star bicycles, five tricycles, including a tandem. An attempt was made to get the names of those in the parade and of those who made the best display, but as only a small number was obtained it was thought best to dispense with the names and so prevent any ill feeling from those who would inadvertently be left out. Among the wheelmen there were many staid business men in the city who turned out with the younger men and boys to have a little fun. And they got it and everybody had a good time. The public seemed to like the spectacle, and there was no disturbance, no hitch of any kind, no frightened horses and best of all no accidents. The streets were literally crowded, thousands turning out to see the novelty in the way of a parade. Preceding the wheelmen were four mounted patrolmen in command of Sergt. Fred Coffin, and the boys all voted that they be thanked for their presence in the parade. The line of wheel formed on Fourth street, between Hennepin and Nicollet avenues, and wheeled down Fourth street to Second avenue south, and Second avenue to Thirteenth street, back on Second avenue to Tenth street, on Tenth street to Nicollet avenue, on Nicollet avenue to Third street, on Third street to Hennepin avenue, on Hennepin avenue to Eighth street, back on Hennepin to Fifth street, on Fifth street to Nicollet, on Nicollet to Fourth street, where the wheelmen removed lanterns and disbanded at the place of starting. The small boy got there in great shape, one or two of them having their wheels decorated in a beautiful style, which suggested that the hand of a kind mother or fair sister had something to do with the decorations.—*Tribune.*

Messrs. Adams & Sons are making arrangements to place their automatic Tutte Frutti Vender in all the club houses. It is a small, finely finished case, for which a bar of chewing gum drops, when a nickel is slipped into a slit. The fun makes all collections, renews the stock, and allows the club a handsome per cent. for the privilege of keeping the seller in its wheel room. There is something in this, and club Secretaries and Presidents should correspond with the firm, Messrs. Adams & Sons, Sands street, Brooklyn, N. Y.

WE desire to communicate with every responsible Bicycle, Athletic and Tennis Club in the country with reference to the greatest and newest novelty, the TUTTI-FRUTTI AUTOMATIC SELLING MACHINE. The Company will allow you a handsome percentage on the sale of the Gum for the privilege of placing the machine in Club Houses. It is handsome. The size of the machine is 22 x 12 x 8 inches. We present a few of the testimonials received:

NEW YORK, July 5, 1887.

MESSRS. ADAMS & SONS, Brooklyn, N. Y.

Gentlemen:—It is not my custom to publicly acknowledge the merit or value of any article, but I feel that in calling the attention of wheelmen to your preparation I am doing them a positive benefit, just as much as if I pointed out to them where a specially fine tour might be taken. My attention was first called to your Chewing Gum by the many racing men who use it on the path both in training and in actual competition. I learned from them that the Gum produced a flow of saliva which greatly relieved the thirsty and even parched condition of the mouth and throat, caused by the excitement and nervousness always felt just before a race. I had frequently suffered on the road and determined to try the Tutti-Frutti, and I found it exactly what I wanted, the mouth being kept constantly moist, the dust prevented from accumulating, and what is more—and this is important to those with weakish stomachs—it greatly aided digestion. By your efforts you have opened the eyes of wheelmen to the value of Tutti-Frutti, and many never race or tour without it. I never fail to recommend it in private to my wheeling friends, and now do so publicly and conscientiously.

Very truly,

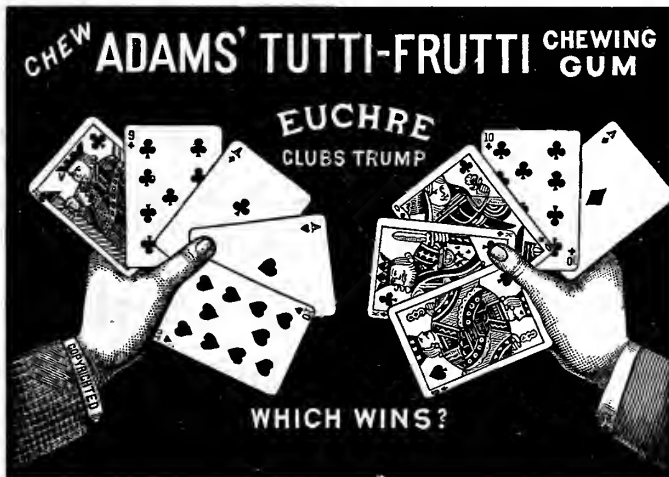
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NEW YORK, June 13, '87.

MESSRS. ADAMS & SONS.

I have lately used your Tutti-Frutti Chewing Gum just previous to my races. I find it keeps the mouth moist, and makes a man fitter for the contest than if he was "spitting cotton," as the boys say. I learn that most of our club men, and indeed many athletes, use it both on and off the track with good effect.

ROBERT E. SHAW,
Captain Olympic Athletic Club.

BROOKLYN, July 12, 1887.

MESSRS. ADAMS & SONS.

I am pleased to call the attention of wheelmen to the pleasant properties and value of your Tutti Frutti Chewing Gum. Since placing your Gum on sale in my wheel headquarters at Prospect Park it has become a great favorite with the hundreds of bicyclists who frequent my store. Those who use it on the road once never afterwards go out riding without it. It keeps the mouth moist by inducing a plentiful supply of saliva, is pleasant to the taste, and greatly aids digestion. My sales have remarkably increased, and I think Tutti-Frutti has come to stay among the wheelmen. I almost forgot to say that all racing men now use it.

Very truly yours,

CHARLES SCHWALBACH

PROSPECT PARK PLAZA, Brooklyn.



THE ILDERAN TOURISTS.

ROUND ISLAND PARK, N. Y., July 15, 1887. The tourists had ridden twenty odd miles while at the Falls, and fifteen miles on Monday, July 11. At eleven A. M. about eighteen of the Toronto Wanderers met us at the Walker House, and showed us the sights of the city, including the Corporation buildings, the University buildings and the beautiful country outskirts of Toronto. We also made a halt at the athletic grounds, where we let a horse play on our heads to cool us off. This is the track on which Fred Foster, the Canadian dark horse, trains. It is fit for us to say here that this gentleman is the most retiring and modest racing man we ever knew; he hardly ever talks of himself and, if he does, it is because people want him to. The Toronto small boy and dog is much politer than this species of animals in the States; we hardly ever noticed any disrespectful behavior on the part of either.

Toronto is a splendid city and is justly called the "Queen of the Lake cities." The Toronto Wanderers are the jolliest set of fellows we have met; they spared no time or trouble to make us comfortable. After our run through the city we were conducted to the Wanderers' club-house. They occupy an entire house, very cosily and neatly fitted up. We were served refreshments and cigars in abundance, after we viewed the parade of the Orangemen from the club's balcony. We then wheeled to the Walker House in a body.

At one P. M. we dined at the Walker House and then set out for a tough ride of thirty-two miles; tough, because the weather was growing dreadfully warm. George H. Orr, our Canadian convoy, (one of the Wanderers) joined us with about twelve of the Wanderers, who wheeled to different places with us, according to the time that was at their disposal. At Norway, about five miles out of Toronto, while we were wheeling along over good but dusty roads, we met a road hog, a *porcus Canadensis*. He growled at us first, then encouraged by our seemingly quiet behavior, he crowded Mr. Rogers, who was riding alongside of him at the time, into the ditch. We all dismounted, and after serving him several well-dealt lashes across the back with his own whip we threatened to arrest him. This intimidated him so that he entreated us, almost begged us to let him go, affirming in the most docile and gentlemanly way that he would give us no further annoyance. We then wheeled

on. As we covered more and more ground the accompanying Wanderers gradually thinned in numbers. The roads were good but hilly, and as it was dreadfully hot, good time could not be thought of. We simply wheeled on enjoying ourselves. We came to Whitby, thirty-two miles from Toronto, at 6:30. There we had a light supper and then took the train to Newcastle. At Brownsville, five miles before Newcastle, we heard that the local club had turned out to meet us. When we left the cars at Newcastle, one of the local wheelmen accompanied us to our hotel. Newcastle is a small Canadian village, so we found accommodations proportioned to its size. Some of the boys painted the town a mild crimson.

At 8:30 A. M. the following morning, July 13, we left Newcastle and wheeled to Coburg, twenty-four miles off, reaching that delightful place in time for dinner. The roads were an improvement over the other day's, as they were less hilly. Several of the party took headers, but no one was hurt.

When we reached Port Hope, seven miles this side of Coburg, we were met by one of the local cyclists and escorted part of the way. The road between Port Hope was fine. One word about Canadian hospitality. When we would stop at a farm-house for milk, the farmers would gladly give it to us, if they had it, but refused pay. We were feasted all the way. When we came to Coburg we had a hearty meal and then waited for the stragglers to catch up. But they came not. The boys had a game of ball; some took a dip in Ontario, but they found the water too cold to stay in long. By the time one of the stragglers arrived and informed us that those behind had taken the train to Belleville, it was too late to ride there, so we took the train to that place. Here our convoy, "Georgie" Orr, left us, amid hearty cheers. We were met at Colborne, twelve miles out of Coburg, by Mr. W. Miller, one of our party, who had wheeled twelve miles further than the rest. The accommodations at Belleville were very poor. The local cycle club had expected us later, as per time-card, but we had decided to reach the Thousand Isles a day ahead of time, so we had altered our time-card. It was three A. M. when we left Belleville in squads intending to reach Kingston, forty-nine miles off, by supper. The roads were fine, the only disadvantage being a head wind. Later on the weather grew more and more agreeable for touring. We reached Napanee at twelve, and after taking a

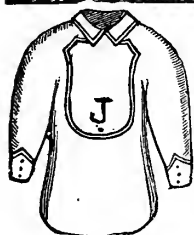
bath; we dined heartily. At three P. M the party left the town. It may be mentioned here that Mr. F. MacCraig, of the Wanderers, had accompanied us to Belleville. Mr. Welsh, of the Toronto Wanderers, decided to accompany us to the Thousand Islands. Some of the party took the train from Napanee to Kingston, but they missed the finest roads in Canada. We cannot describe the perfection of the road. This is the road the one hundred mile road race of the Big Four Tour was decided upon.

EAST HARTFORD NOTES.

The second of the series of club races given by the East Hartford Wheel Club was run on Saturday evening last. The distance was one mile, and the result of the race was as follows: C. T. Richmond, scratch, 3:08 3/4; S. H. Tyrrell, scratch 2d; W. K. Ackley, 95 yards, 3d; L. T. Brush scratch.

Next Saturday there is to be a novel race in the shape of a relay race or team race. Every member of the club, old and young, will be required to ride and they will be divided into two teams of an equal number by choice. Instead of starting altogether as in an ordinary race, they will ride in pairs, the first pair starting from standstill at the tape and riding one-half mile, another couple being in waiting on the home stretch and each one riding abreast of the one on his side to the tape and then keeping on riding a half-mile when he in turn will be relieved and so on until all have ridden. The losing team is to provide ice cream for the winning. The track is in good condition and the club mean to keep up the interest by having races every Saturday during the Summer. H. E. B.

Our Western monthly contemporary reckons without its host when it offers Mr. G. R. Bidwell the League Presidency for next year. Mr. Bidwell permits us to say that in his opinion the C. C. of a State can do more good than the League's President, that he has less chance of antagonizing clubs and sections, that, in his opinion, he thinks the C. C. ship of the New York State Division quite as honorable a position as the executive office of the League, and finally, the attempt to secure good roads throughout the State will take just two years, during which time nothing can persuade him to forsake the Division, if she elect to keep him with her.



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For a one-dollar bill we will make to order and send you postpaid an elegant pair of Bicycle Hose in any color you may desire. Dealers charge \$1.50 for hose not nearly as good in quality as ours. In ordering mention size of shoe worn, color desired, ribbed or plain. R. AUSTRIAN, HOSIERY MANUFACTURER, Reading, Pa. Special prices to clubs.

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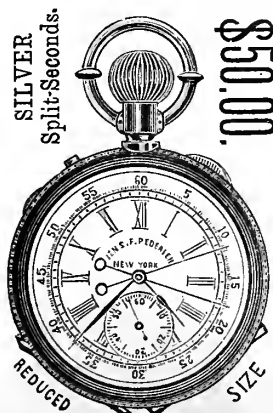
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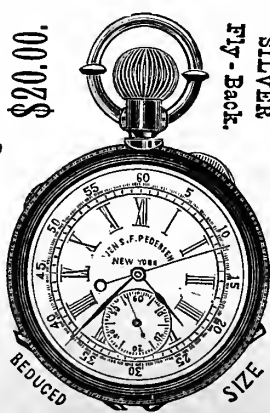
The beauty and value of my Medals have been endorsed by the leading Bicycling, Tennis and Athletic clubs of America.



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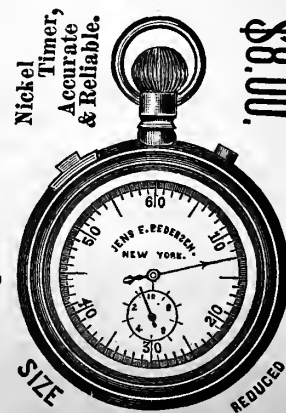
WATCHES, Club Pins, Diamonds, PRIZE CUPS, JEWELRY, CHEAPEST Split-Second Stop-Watch. FLY-BACK. BEST.

\$20.00



\$8.00

JENS F. PEDERSEN, 1 1/2 Maiden Lane, NEW YORK.



My Illustrated Catalogue, with prices, enables club committees to purchase as well as if they visited my store.

WHEEL GOSSIP.

Pennsylvania has decided that it wants a new road-book

The *Bi-News* refers to "Karl Kron's egotistical autobiography."

The Kansas Division meet took place at Paola on July 18, 19, and 20.

The Worcester Wheelmen have decided not to hold a tournament this Fall.

The St. Louis Cycle Club banquetted Hal Greenwood on Saturday evening last.

The *Pall Mall Gazette* reviewer has written with gall of Stevens and Kron's books.

Thus far this season, W. A. Illston has won twelve first and two second prizes.

There is some talk of a road race between the Missouri and St. Louis Cycle clubs.

The New Haven Club held a successful illuminated parade on Wednesday evening last.

It is reported that Messrs. D. Rogers & Co., owed \$450 for advertising in the *Bulletin*.

It is rumored that Mr. Ducker will treat the Buffalonians to a real Springfield tournament.

The Boston Club will occupy a cottage during the Massachusetts Division meet at Martha's Vineyard.

A cyclist has been stopped on the North Road, England, and robbed of his purse. Delightful experience!

The Cambridgeport Cycle Club have joined the East Road Club, and will put a team in training for the Fall race.

Crawfordsville has a "coming man" in the person of Bull Nicholson. Greenwood says he is a second George Weber.

LONDON, July 15, 1887.—In the athletic sports at Norwich to-day, Temple beat the quarter-mile bicycle grass record in 36 2-5s.—*Cable*

The ruling passion—We believe that when the arch-enemy of mankind rings up rare old Bassett he will reply: "Death away out of there."

Puck was immortalized by the P. P.—Professional Poet—but we expect the *Bulletin* to be immortalized by its P. P.—Professional Punster.

A five-mile road-race for the championship of Union County, N. J., will be decided at Westfield on Saturday afternoon, starting at four o'clock.

Violet Lorne refers to "a Mr. Dodge, whose name is not altogether unknown in literary circles." Poor Charles Richards! Such is fame.

Mr. N. C. Fowler, advertising manager of the Pope Mfg. Co., is off for a week's trip to the White Mountains. His wife accompanies him.

Furnivall is carrying one hand in a sling and his face is badly cut, the result of a flight over the handle-bars, while coasting at a twenty-mile an hour pace.

At the Terre Haute race meet, Hal Greenwood of St. Louis won the following prizes: Japanese tea set, silver cream and sugar stand and a stop-watch.

After reading "The Owl's" oft-cracked wheeze about the "Bridal Path," we felt like thoroughly "Malling" him, or cutting him in "Transverse Sections."

Our friend Jonah has betaken him off to the oxygenic breezes of the Catskill Mountains. His notes will be missed this week, but will afterwards reappear as usual.

Says the *Boston Herald*: "According to the League's ruling, amateurs can race on the road for cash prizes and still retain their status as amateurs. Funny, isn't it." Yes, very funny.

Illston has won the one, five, and twenty-five miles bicycle championships. If he wins the half century event, in which he intends to start, he will have equalled Cortis' record of 1879.

When a young man takes his best girl and walks on the bluffs at Cottage City, they call it "bluffing." Benny Sanford and "Ye Owl" are masters at the game, and neither have ever been at Cottage City.

Mr. Day, Mr. Rich's friend and trainer, contradicts the statement that Seton Rich would not be seen upon the path this year. S. H. will shortly

commence training, and Mr. Day has money which says he will ride a mile this season in 2m. 35s.

Taciturnity Illston, the English mile champion, attributes his success to his method of training. He is trained to spurt a half mile, so that he goes right away from his men at the end of 300 yards, which is the extent of most men's spurting abilities.

The latest League political fad is "The Cabinet." President Kirkpatrick's idea of submitting important questions to the Committee Chairmen and the ex-Committee, is a commendable one, but why call this aggregation of intelligence a "Cabinet?"

Mr. Frank Spencer, proprietor of the Prospect Park Hotel, has succumbed to the powers of Schwalbach, whose place adjoins his, and has purchased a bike. Thirsty wheelmen riding in the Park should give him a call, as he understands how to treat them.

The Elizabeth Wheelmen held their regular monthly meeting Wednesday, July 13. Two ladies were admitted to membership, Miss Grace Pope and Miss Augusta Bauchelle. W. N. Edleston was elected to the Board of Trustees, to fill the vacancy caused by the resignation of C. A. Hutchinson.

LONDON, July 17, 1887.—At Birmingham, yesterday, Ralph Temple, the American rider, won the half-mile bicycle championship and beat the quarter-mile grass record made at Norwich on Thursday. William Woodside lost the twenty-five mile championship race by a yard. In the same race Morgan's machine collapsed while he was leading.

In the last issue of the *Bulletin*, we find "Daisy" working in an admirable advertisement for Mr. A. B. Hart, of Philadelphia. Can it be that Daisy may be subsidized? We would refer her to Mrs. Ayer, of Recamier Cream, so good for the complexion, used by Mrs. Lily Langtry, you know, or to Cox's Ladies Shoe Polish. Just the thing after a dusty ride!

The New York papers of Tuesday, July 19, A. D., 1887, announce ye acceptance of Mr. Park Commissioner Crimmins' resignation from the Park Board. Great is Allah! To give the devil his due, Mr. Crimmins was a very energetic Commissioner, but his ideas travelled in narrow channels; he had no soul above erecting blocks of tenement houses, and filling up holes in the earth.

Says "London W.": "I see that my friend Kennedy-Child." Says "The Owl": "I see that my friend Kennedy-Child." What a triumph for Kennedy; what a tribute to his astuteness, intelligence and sociability! Comparatively a new comer to the country, and yet two such prominent men as "London W." and "The Owl" never fail to blazon it forth to the world that Kennedy-Child is their friend.

At its annual meeting, the Pennsylvania Division resolved: "That the action of the Board of officers in taking away the right of appeal is against the best interests of the League." And again: "That it is the sense of this meeting that a large portion of the annual dues should be paid to the Divisions, and that the payment should be made to the Secretary-Treasurer of the Division instead of the Secretary-Editor of the League."

The papers which have reported Kluge as making an "arrangement" to ride for the Pope Manufacturing Company, are in error. Kluge is making an effort to re-enter the amateur ranks, and if we mistake not, his club has already applied for his readmission. He will work at his trade, and having plenty of leisure, will often be seen on the path this season, and will ride a Columbia. We sincerely hope the Racing Board will welcome Kluge back to the ranks.

W. H. Senter, of Rockland, Mass., challenges any boy between fifteen and sixteen years of age to race him for the boy championship of the United States, the challenge to remain open for three days. This is altogether too short a time to wait for championship aspirants. The immediate neighborhood of Rockland, Mass., is not quite the whole United States. We have a fifteen-year-old down here to Gotham, whom we think could show Senter a clean pair of heels.

The C. C. of Pennsylvania about hit the nail on the head when he said, in his annual address: "I would suggest that the members of this Division act as a unit in endeavoring to get better roads and better streets in our cities and towns. There is a grand opportunity for work in this

direction, and I am firmly of the opinion that we can wield our influence in this direction, which will be felt throughout the whole State. This matter of roads is the important one."

A number of members of the New Jersey Wheelmen and a few friends left by the three o'clock boat from pier 25, North river, on Saturday last, for New Haven, where, upon their arrival, they will be taken in charge by the New Haven Bicycle Club and escorted to their headquarters. This morning the party was to take a run to Savin Rock for a bath. Runs in the country will fill up the time till noon, when dinner will be discussed at the Rock. The party will start for home at ten o'clock this evening.

The Passaic County Wheelmen are on the "ragged edge" in the matter of a tournament. Their plan was to secure possession of the race track at Clifton and put it in first-class shape for a meet on July 30. The owners or managers, however, have been hanging fire so long, it would be impossible to get the track in shape by the date mentioned. It may be held later in the season. The Clifton track is of hard clay, two laps to the mile and some fairly good time could be made on it, were it properly leveled down.—*Newark Call*.

Bloomfield cyclers have sent to the *Call* a letter in which they announce to wheelmen that the township law prohibiting the riding of cycles on the sidewalks in that place has been rescinded. "We do not exactly mean by this," the letter says, "that we invite wheelmen to come here and claim the sidewalks as their personal property. Much rather, we ask them to enjoy our good roads so far as possible, and, when they do ride on the sidewalks, to avoid giving offense, so that when we ask again for favors they may be easily won."

The Pennsylvania Division reports a balance on hand of \$98.55. Among the expense items we find: Indignation meeting held in February, \$139 50; transportation of C. C. and representatives to St. Louis, \$188.40. If the Division had not been hot-headed, and if the exigencies of the League political system did not demand Pennsylvania to send her representatives to St. Louis, the balance on hand would have been \$426.45, instead of a paltry \$98.55. Nearly \$325 foolishly expended. We wonder how many bad patches of Pennsylvania road might be repaired for this amount; how many feet of cinder path, three feet wide, might have been built?

Dr. W. G. Kendall called at the *Herald* office yesterday and left a finely executed photograph of the "Victoria," or first six-in hand ever brought to this country. It was made by the Singer people at Coventry, and was imported for the Boston Bicycle Club by W. B. Everett. It can be adjusted to the use of four or six riders. The cost of one of these machines is about \$600. They are very fast, will more than hold their own against the average bicyclist, and will pass anything on the road. The steering, which is by handle-bar, is done by the second rider, and the brakes are under the control of several of the riders. These are represented as occupying places on the "Victoria," the long and the short of it. Messrs. J. S. Dean and C. W. Fourdrinier of the *Bicycling World* occupying, respectively, the last and the front seats; second came W. B. Everett then Dr. Kendall, Frank W. Weston and H. W. Gaskell. A more representative group of cyclists could scarcely be found, and the likenesses are simply perfect. The machine is a great thing for a club, and the Boston Club members are simply charmed with it.—*Boston Herald*.

THE WARREN WHEEL CLUB.

The July meeting of the Warren Wheel Club was held last Wednesday at the rooms on Walnut avenue. Considerable business was transacted and the subject of uniform and badges was discussed. The new badge for the club is the prettiest thing in the way of wheel club badges in Boston. It is an open-work wheel with wire spokes and a solid rim, and on the front in raised scroll-work is the name "Warren." The whole is gotten up in a very neat manner in gold and black enamel, and makes a very handsome badge. It is large enough to wear on the cap and easily distinguished at some distance.

The uniform of the club will probably be a dark brown, black stockings and a brown cap. A white cap will be used for Summer wear. The club room is now open for use, and any rider who would like to join the club is invited to send his name to Secretary, Warren Wheel Club, 13 Walnut avenue, Roxbury.—*Boston Globe*.

ATHENIAN WHISPERINGS.

Eight members of the Chelsea Cycle Club, under Capt. F. A. Woodman, made the run to Cape Ann Saturday afternoon, stopping at the Pavilion in Gloucester. Two or three started back Sunday morning, while the others ran over to Magnolia to spend the day, returning to Gloucester and leaving for Chelsea by train Monday morning. The Club is in a very prosperous condition, and now boasts about thirty members.

The Cape Ann run is one of the most popular two-days' run that can be made by Eastern Massachusetts wheelmen, due chiefly to the fine stretches of roads and the magnificent seashore scenery. Then, too, the advantage of having a good hotel at the end of the route, and one where wheelmen are made to feel that they are welcome, and are kindly treated, adds not a little to its popularity. The Pavilion is a League hotel, and its genial proprietor, Wm. P. Davis, has a warm heart for the boys, when they behave themselves. That last sentence may seem a little off, but on one occasion last year two or three young fellows in a large party did *not* altogether behave themselves, thereby bringing contempt, not only upon themselves in the eyes of other guests, but upon the whole wheel party. It is very pleasant, however, to hear Mr. Davis' testimony to the effect that, as a rule, cyclists are as pleasant and gentlemanly a set of fellows as one could wish to entertain.

My best thanks are due to W. B. Everett for a photo of the Victoria six-in-hand party, who went to Hough's Neck Sunday, two weeks ago. It is in Dr. Kendall's best style, and considering the mugs he had to work upon does him proud. First, there is H. W. Gaskell, just getting ready for a spurt; W. B. Everett holds the tiller, and gazes into futurity, as it were, while Dr. Kendall has drawn a bead on Everett's left ear, and with rigid muscles is awaiting the snap of the camera. Papa Weston, with a how's this for high, beats-a-sociable-all-to-pieces look of satisfaction on his handsome face, gazes placidly at the deadly lens and awaits events. The two rear seats are taken by two well-known cycling ink spillers, C. W. Fourdrinier and Joe Dean, with the former it is serious business, and he grips the handles with the determination of press day and that editorial on racing board inconsistencies yet to be written, while on the face of the latter appears a milifluous smile translating itself into an "it is I be not afraid" expression that is not quite taking. The Victoria also posed well, and altogether it is a picture that it is a pleasure to possess.

The Quebec party, in charge of Mr. F. A. Elwell, left Boston in a special Pullman car at seven P. M. Sunday evening, and arrived at Bangor the next morning. Boston members of the party are Captain E. G. Whitney of the Boston Club, Mr. E. P. J. Morton, Mr. B. F. Eddy and H. C. Robbins, C. W. Flanders of Malden, and G. E. Cain of Franklin, also represent the old Bay State. The itinerary of the trip is as follows: Leave Edmunston, N. B., Tuesday morning, taking the road to Riviere du Loup on the St. Lawrence, a two-days' run of eighty miles.

Captain Peck and Lt. Burr report a high old time during their recent trip South. Good weather favored them, and they made hosts of friends. Duet-runs seem to be quite popular this season. A. G. Collins, who "pedals" for the entertainment of others as well as himself, in company with G. S. Locker of the Suffolk Club, is making an extended tour through picturesque portions of Massachusetts and New Hampshire; and I have heard of a number of other small parties who are away on Summer tours, though cannot give particulars.

Gid. Haynes, of the Suffolks, is at Hingham this Summer and is talking of buying a horse and buggy. That comes from living in Hingham, I suppose, though there is no danger that Gideon will lapse from the proud position he holds of being a rugged road rider, as well as a prince of good wheelmen.

Among solitary tourists, may be mentioned George W. Hauk of Wellsboro, Pa., who is spending some time at the cast-on his wheel, riding over our fine sandpapered surfaces. Mr. A. A. Taylor of Toledo, Ohio, is also in the city, for a brief visit, and is amusing himself with day runs into the suburban towns.

There will be a big funeral in Waltham one of these days. Cyclers have, on several occasions, been stoned there by the hoodlums, and, last Friday afternoon, as Harry Corey was riding with a friend through the town on a tandem, they were assaulted by a tough, who immediately ran away.

Mr. Corey gave chase, leaving his friend to guard the tandem, and after punishing the fellow as he deserved, mounted and rode on. I don't know which is worse the R. H., or the rowdy. The latter is the harder to get even with, usually, because being a coward he takes a cyclist at a disadvantage, and so gets away.

And this reminds me, did you see that awfully scaly joke, after the road hog story, in the last *Bulletin*? It would appear that its author had been off on a fishing frolic, turned sea-dog, as it were—or a kind of *row-dog* on his own account. Must have had a porpoise on his perch to flounder off in that manner. Oh Bass it!

Is wheelmen patronage worth anything to hotel proprietors? The four-page circular before me, of the Walpole Hotel, would indicate that it was. The circular carries upon its title page a cut of the hotel structure, and on other pages much information regarding the house, and the attractions of the neighborhood, which prospective League guests will be glad to avail themselves of. Isn't this taking? "It (Walpole) is beautifully situated amid picturesque scenery, with the junction of the Old Colony and N. Y. & N. E. Railroads but a few rods from its centre; has good cycle roads from all directions, and many points and objects of interest within easy runs." "Special rates" etc., touches a tender chord, and "For Route Directions, See Atkin's Cyclists Road Book, Route 36," is business right up to the muzzle. We must get up a run to Walpole at once.

Is the hotel reduction scheme worth anything to League members? One whose business takes him on the road a great deal thinks so with \$73 on the right side of the cash account as the savings of the year past. But for heavings sake don't tell *all* the traveling men about it, or the League will grow so fast that the worthy secretary-editor will be obliged to move into a whole block.

GOSSIP OF THE MEET.

The Boston Club will be well represented at the Massachusetts Division meet, and will occupy a cottage.

There will be a daisy company of lady riders present if all go who are making plans to attend.

The Sea View House is the leading hotel, though all are good, and the others a dollar a day less in price.

Dr. Kendall will be there, with an outfit, including the celebrated bull terrier Bess. "Keep your positions, please, and wink as often as necessary."

From the talk of the club men there will be a pretty solid representation of eastern cycling organizations, and not a small unattached contingent.

The Martha's Vineyard Club are the hosts, and there will be three days of supreme enjoyment, with just enough business for seasoning.

Bring your wheel, your dress suit, your bathing suit, your wife or sister, your ticket and badge. So says the committee in charge. Anything else wanted?

"Bluffing" at Cottage City is walking on the bluffs with your best girl; bluffing elsewhere is walking with some other fellow's girl.

If you do not wish the trouble of taking a wheel, one can be hired from W. W. Stall, or at other agencies on Circuit avenue at fifty cents per hour.

There should be a full attendance at the meetings, particularly the officers' meeting, as the occasion will be a good one for officials to become acquainted.

The parade will be, for the most part, over concrete. Those who wish to take part will report to Chief Consul Hayes by nine A. M., Friday morning at the Sea View House.

I hope the Washington boys have planned to be at Cottage City during the meet. I have just heard that a meeting was held July 13, at 1209 K street, to complete final arrangements for the "Capital Outing."

A man with a Tandem can be popular at the seashore with the ladies if any one can. I have recently had a communication from a friend at a well-known resort, concerning a double tricycle, which is interesting. Extracts are as follows:

"Had an elephant on my hands for the first two or three days, as I could find no one to ride with me, save two or three young boys, who hardly filled the bill. Then I made the acquaintance of Mrs. —, who was finally induced to take the front seat. She was convertible if the machine was not, and from an average woman, with more

or less of prejudice, she was converted at once into an ardent cyclist. As she is young and companionable we have had a number of short runs since, which were charming. Then the girls from fifteen years old upward (to twenty perhaps), wanted to try—timid creatures they were at first, of course, though they soon lost their timidity, and came out square and solid for cycling—on my tandem. Bless their hearts, I can't refuse them, and where or how it is going to end, goodness only knows. There's only one tandem, and only one of *me*, and they all want to ride. Mrs. — wants to ride too, and there it is. Buy or hire a good tandem and come down here for a few weeks and, by Jove, you won't regret it. * * * But oh, the mature dames and the mamas of interesting (?) babies! Shocked is no name for the outraged state of feeling that some of these old tabbys assumed when Mrs. — first began to ride with me. They weakened a little when the girls called it "rare sport," and, at this writing, they are even making a faint show of interest, though they do not yet altogether approve. I am sorry for them, very sorry indeed, but I shan't try to remove their prejudice. No, not I, for I have my hands very full now with a number of charmers whose company is far more agreeable. * * * Was both amused and disgusted a few days ago by the remarks of an old farmer, living quite near. Said he, after the usual volley of fool questions, 'You're sellin' them things, ain't ye?' 'Selling them, what do you mean,' I asked. 'Why I thought you was around sellin' of 'em, because you're so dummed anxious to have people ride with ye.' A tricycle agent! just think of that my boy. However, Mrs. — says her husband will have to buy one in the Fall, so I shall have that much revenge."

Evidently the tandem has a future before it. That the machine is able to plead its own cause, eloquently, when given half a chance, no one can doubt; and as to the prejudice of the "old tabbys," it doesn't amount to much after all, for it is only the narrow-minded ones who condemn tricycling, and they do it on general principles. STYLUS.

OUR LANTERN PARADE, ETC.

MINNEAPOLIS, July 11, 1887.

For a "first offence," we think that 175 bicycles and tricycles in line is a satisfactory showing. But little time had been taken for preparation, and in consequence not all wheelmen here even knew there was to be a parade, but the number that did turn out went ahead of the expectations of those planning it. Long before dark, Fourth street, South began to present an unusually busy appearance, and the casual spectator and small boy were early on hand. As rider after rider came rolling in, it became evident the supply of lanterns would fall short, and those with a superfluous number were called on to lend to their less fortunate brethren. St. Paul did nobly, sending over about twenty wheelmen, mostly belonging to the Y. M. C. A. Club of that city, a new organization, and evidently an enterprising one. The Minneapolis Club had the largest number out, nearly forty, and, under command of E. A. Savage, were assigned second place in line. Grant Bell had charge of the Star contingent, and T. M. Slosson, with Messrs. Hale and Stockdale as aids, undertook to keep the "unattached" in motion. This squad contained all makes, styles and sizes, and even the "kids" were represented. They were relegated to the tail end of the procession, and kept up remarkably well. Considering that we had no one to give us hints as to devices, there was considerable variety, and some unique ideas displayed. One venturesome rider carried a sort of Chinese Pagoda above himself, well filled with lanterns, and was liberally annointed with tallow when the parade was over. One Star rider was completely inclosed in large lanterns, and but for the noisy ratchet, one would not have known whether he rode a bicycle or tricycle. S. F. Heath acted as Chief Marshal, and Paul Archard commanded the Mercury Club which led the way, F. E. Reed and L. B. Graves acting as pace-makers. A squad of mounted police had been assigned for our advance guard, and rendered very efficient aid in opening a way through the crowd that almost solidly filled Nicollet avenue and Fourth street.

Another attempt will be made during Exposition time, and we are going to move for a "Wheelmen's Day," possibly secure a good band, and endeavor to have from two hundred and fifty to three hundred riders in line. If obtainable, the St. John's Bicycle Band would prove a great attraction and be much better to follow than the ordinary band wagon.

Before that time, let me urge on all unattached riders, and especially those not accustomed to riding in large bodies, the importance of being able to form a respectable-looking line, mount in a uniform manner, and if necessary ride by twos and fours at the whistle's sound, not occasioning an order like that of Saturday night to "Double-up and look like something," which was passed down the line, much to the spectator's amusement.

Some outside comments were quite amusing. One man said it seemed more like a funeral than parade, everything moving so quietly, and all riders wearing such a serious expression. Let me rise to explain that if anything is calculated to make a rider wear a serious expression, it is to ride in the midst of an elaborate structure of Chinese lanterns, the glare of which prevents his seeing the road with any certainty, and renders a fine tumble an event likely to occur. We feel proud of the fact that there was no rowdiness on the part of spectators, no sneering comments to be heard, and no runaways or serious accidents to chronicle. Spectators were to be numbered by the thousands, and all seemed to enjoy it hugely. Perhaps I can do no better than quote the Tribune's editorial comment: "Long live the trike and bike, they eat no hay." A remedy for the G. A. Road-hog infliction was related to me the other day, which was so effectual, in this particular case, that it deserves to be noised abroad among wheelmen. Let me put it in dramatic form, and term it a tragi-comedy, in one short act. Scene: Road to Minnehaha Falls; time and hour; the present, and three P. M.

DRAMATIS PERSONÆ.

G. A. R. H.—In double "rig," or two-horse carriage.

Wheelman—On Columbia two-track.

(Enter both persons from opposite sides scene, meeting on unusually rough and rutty piece of road.)

Wheelman.—"Be kind enough to let me have half of the road, sir."

G. A. R. H.—"Get out of the way, young man!"

Wheelman.—"Road is too rough here, and I would like half of the track."

G. A. R. H.—"Get out of the road, I say, or I'll make you!"

Wheelman.—(Quietly reaching down and pulling out a forty-seven calibre revolver.) "Well, go ahead and make me!"

G. A. R. H.—(Visibly shaking, and getting as far to one side as the road allows.) "It's all right, young man; I didn't know the l-l-law allowed them on the r-road."

(Both exeunt rapidly in opposite directions.)

The "Ode to Ye Ubiquitous Water Sprinklers," printed in the *Bulletin*, just received, strikes an answering chord in the bosom of all wheelmen in this city, and they feel it's but a small part of all that's owed to the sprinkling friend. The popular impression here is that vacancies among the drivers are filled from St. Peter—seat of the State Lunatic Asylum—so little common sense and discretion is shown in the use of water. The only time to really find roads in good shape is at five or six in the morning, before the sprinkler has got in its dastardly work. Anything more conducive to tumbles than a freshly-sprinkled horse-car track is hard to find, and the owners of full-nicked wheels grow more and more profane as hot weather comes on.

L. B. G.

THE QUEBEC TOURISTS OFF.

The Quebec Tourists, under the Captaincy of F. A. Elwell, left Boston at six o'clock on Sunday night for Edmunston, New Brunswick, where they will take to the wheel and spend the next ten days riding through Canada and the famous watering-places on St. Lawrence River.

The tourists occupied a special Pulman car, which reached Edmunston at seven o'clock Monday evening. The names of the tourists are as follows:

- J. E. Beal, Ann Arbor, Mich.
- N. J. Foulks, Vincennes, Ind.
- E. H. Kennedy, North Easton, Mass.
- E. P. J. Morton, Boston.
- B. F. Eddy, Boston.
- H. C. Robbins, Boston.
- E. G. Whitney, Boston.
- C. W. Flanders, Malden, Mass.
- G. E. Cain, Franklin, Mass.
- G. G. Tyler, Baltimore, Md.
- W. S. Mills, Naugatuck, Conn.
- F. W. Davis, Hartford, Conn.
- F. A. Elwell, Portland, Me.
- H. S. Higgins, Portland, Me.
- R. F. Sawyer, Portland, Me.
- J. B. Moore, Portland, Me.
- H. D. Cahill, Portland, Me.

- C. C. Tukesbury, Portland, Me.
- N. S. Studley, Portland, Me.
- R. J. Patten, Skowhegan, Me.
- H. F. Totman, Fairfield, Me.

In addition to the above a party of wheelmen from St. John will meet the tourists at McAdam Junction.

The outline of the tour is: Leave Boston seven P. M., arriving at Bangor next morning for breakfast. Edmunston, N. B., will be reached Monday at seven P. M.

From this place the wheelmen take the road to the Riviere du Loup on the St. Lawrence river, distant eighty miles, which will be covered in two days.

A detour will be made to Cacouna, a famed watering place on the St. Lawrence, where the tourists will stop two days. Returning to Riviere du Loup, the Saguenay river steamer will be taken for a sail up that magnificent river. Returning to Quebec, Sunday will be passed there visiting the many places of interest in and about the "Walled City." The next morning the wheel will be again mounted and pushed to St. Joseph, where the night will be passed. The next morning, continuing on through St. George, St. Come, Moose river, the forks to North Anson, which place will be reached Friday, July 29. The train will be taken at this place for Boston.

No regular order of riding is observed while on the road except at the more important places, when the party will be under command of Captain E. G. Whitney of the Boston Bicycle Club.

LOUISIANA'S LITTLE LEAGUE DIVISION CONSTITUTIONALIZES.

AND PAVES THE WAY FOR FUTURE WORK.

Just after I despatched my last missive to THE WHEEL came a notice containing the long-looked-for information that a meeting of the Louisiana Division would be held Friday evening, July 8. Pursuant to the call nineteen members (all of N. O.) assembled on the above date at the rooms of the N. O. B. C.

C. C. Hodgson presided, and Secretary Baquie wielded the pencil.

The minutes of the last meeting (June 23) were read and adopted.

The Committee on Constitution and By-Laws, appointed at that meeting, submitted the results of their labor, which were, with several alterations and amendments, adopted. They provide for quarterly meetings of the Division, and hereafter once in every three months will find the Louisiana Leagueites to ether, if for no other reason than, as that old veteran, A. M. Hill, puts it, "to promote acquaintance and sociability among the members."

Sec.-Treas. Baquie submitted his report, showing the present membership to be forty-one, with three applications pending, and a cash balance of \$24.21 on hand. Report received.

The Racing Board also handed in a detailed statement, which was likewise received and ordered filed.

Nominations for Secretary-Treasurer being next in order, the present incumbent, George Baquie, was tendered the position, but respectfully declined. After being in turn offered, and declined by Messrs. Crane, Fenner and Fairfax, R. G. Betts was nominated and unanimously elected.

W. W. Crane then arose and set forth the outcome of labors in connection with those of the wheeling fraternity of our sister city, Mobile, Ala. He told how the cyclers at that place were prohibited the use of the only good road thereabouts, and how he had ridden over the road and been ordered off under threats of arrest, notwithstanding his offer to pay the required toll. He went on to say that the Rights and Privileges Committee of the League had been appealed to, and that they showed a disposition to fight shy of the matter. Crane stated that if the road was not opened it would prove a deathblow to wheeling in Mobile, and wound up by calling for protection at the hands of the L. A. W as a member of that organization.

The speaker was listened to attentively throughout, and being fortified with all the necessary proofs was able to speak authoritatively. While in Mobile, Crane had consulted with one of the most prominent lawyers there, who informed him that if the \$10 or \$20 court fees were guaranteed he would work on a contingent fee for damages, so certain was he of success. The attorney for the Shell Road Company (whose President, by the way, is the keeper of a livery stable,) was also called on, but stated that, while he knew nothing whatever of bicycle law, he would fight the case anyhow.

After all the facts had been brought out, and every one given an opportunity of airing their opinions, resolutions were adopted setting forth that "It is the sense of this meeting that the matter was one requiring prompt and decisive action on the part of the League, and urging upon the officials the necessity of proper interest in the matter."

C. C. Hodgson then appointed the following Committees for the ensuing year:

On Racing—E. C. Fenner, Shields, Hill, Crane, Baquie.

Rights and Privileges—Crane, Gore, F. Fenner, Walters, Bayne.

Transportation—O'Reardon, Parks, Zeigler, Fairfax, Rea.

Roads and Road Improvement—Hill, Abbot, Ruhlman, Fairchild, Betts.

Handicapper—C. M. Fairchild.

After extending a vote of thanks to the N. O. B. C. for the use of its rooms the meeting adjourned.

The rumors have crystallized, and the Club is here. As intimated in my last, another club has been organized. The infant was ushered into this world on the evening of the 7th inst., and at last accounts was wide awake and doing some lively hustling for recruits. W. H. Renaud was elected President, and J. P. Phelan, Secretary-Treasurer, and a committee appointed to draft constitution and by-laws, after which the meeting adjourned until Tuesday, 19th inst., when a captain will be elected and the constitution adopted. The committee empowered with the selection of a name for the youngster have decided on Louisiana Cycling Club, and will recommend this cognomen at the meeting of Tuesday.

Where before century runs were rare occurrences, it now appears as if they are to become the rule rather than the exception. Bob Abbot (N. O. B. C.) started the movement on June 14, by rolling up one hundred and one miles; A. M. Hill (unattached) was next, doing one hundred and twenty-five miles on the sloppy asphalt between showers, on the third inst., thereby breaking the Southern twenty-four hour record of one hundred and six miles. On the tenth, R. G. Betts (L. C. C.) put it up another notch, by scoring one hundred and thirty-one miles between five A. M. and 10:30 P. M., less six hours for stops and rests. Ed Jonas (L. C. C.) road seventy-eight miles (accompanying Betts that distance) between five A. M. and seven P. M. the same day, and having ridden twenty-two miles the evening previous between seven and ten o'clock, he also has a century to his credit within the prescribed twenty-four hours. This was Jonas' first really long ride, and he clung to it pluckily, pushing his Star across the line with one knee, nearly "played out." He says he's got enough for awhile, and is resting quietly on his laurels, and as easily as a very much chafed—you know—will permit. Hello! I see I've given the Star wheel a gratuitous notice, and suppose in these "piping times of free puffs" the correct thing to do now is to mention the other mounts as well. Abbot, in accomplishing his feat, used a forty-eight-inch New Rapid, and of course his feet aided him not a little in "getting there." (Get the hartsborn, quick!) Hill's mount was a Columbia, and Betts' a fifty-inch Champion. It is likely that before many days have passed in their time tickets, all of the above exploits will have taken a back seat, as the fever is spreading so that there is no telling who will be the next to try. Crane, I heard, will probably go one hundred and fifty miles next Sunday, and Fairchild thinks of tapping it a week or two later. Bt.

BLOOMFIELD, N. J. CYCLING NOTES.

EDITOR OF THE WHEEL:—The Bloomfield cyclers have scored a point against the Town Committee and gained for wheelmen the use of the sidewalks. So our local paper puts it. We are glad to know this and would extend an invitation to wheelmen in general to come and ride on our sidewalks. We do not know of any pleasanter or better for riding on.

Those availing themselves of our invitation will undoubtedly forgive us when we dismount simply because a child is on the path, or make a curve through the gutter rather than blow our whistle as warning to some women, that we claim our rights and hers. This much we have promised, that in return, when some stranger is coasting down some of our sidewalk hills, unconscious of danger to others, he will not be arrested and fined; but finding the way made easy, will come to our club rooms and let us rejoice as we show him how much the citizens think of wheelmen and why they do so. BLOOMFIELD CYCLERS.

LYNN CYCLE CLUB.

A meeting of the Directors of the Lynn Cycle Club Track Association was held Thursday evening, when several important matters came up for consideration. It was voted to hold a Firemen's Muster at the Lynn Bicycle Park in August, the dates to be either the 25th, 26th and 27th, or 26th and 27th, according as may be subsequently decided regarding the number of days for its continuance. There is to be \$1,500 in cash prizes awarded for horse racing, hook-and-ladder racing and hand-engine contests. Many companies from Maine, New Hampshire, Vermont, Massachusetts and New York have already signified their intention of participating. It has been a long time since such an event was held in this city, and with the lively interest which Lynn people take in such matters it would seem as though the proposed muster could not fail to be every way successful.

The Directors also discussed the matter of holding a Bicycle Tournament this Fall, and think the outlook favorable. They fixed upon Saturday and Monday, September 3 and 5, for the dates of holding such a tournament, if the future prospect warrants their perfecting arrangements for a meeting.

THE SAFETY CRAZE.

The Irish visitors to the tournament expressed their surprise at the small number of ordinary bicycles to be seen out on the Ripley road as compared with the Safeties, and it is a fact worth noting in connection with this that many of our leading firms have no little difficulty in finding a sale for this type of machine. We cannot but think the road-racing mania is chiefly to blame for this disagreeable, and we trust, only temporary, disregard of the "ordinary." Men want pace up and down hill rather than the contemplation of scenery and the elation of spirits connected with the high seat of the old bicycle, and we hear young men talking of the dangers of a fall from a 52-in. wheel and giving other poor excuses for their choice. But, just as cricket with a soft ball would be a bastard development of the national game calculated to destroy all true interest therein so cycling without a spice of danger is devoid of half its delights. To the man of maturer years, the Safety offers irresistible attractions, but the young man who commences cycling on a dwarf machine without an apprenticeship to the ordinary makes an enormous mistake. We have personally now tried all classes of machines, and unhesitatingly declare in favor of the old 53-in. ordinary from whose saddle we could view the country round, and whose wheels were speedy enough for all practical purposes on the road.—*Wheeling.*

THE TRIP TWO CYCLISTS TOOK.

On Sunday two members of the Outing Cyclists, Messrs. Frank F. Austin and Harry G. Stuart, made a bicycle ride which has never been equalled west of St. Louis, as far as is known. The two wheelmen mentioned started from their club rooms, corner Ninth and Broadway, and rode to Paola and returned, the former to Olathe and the latter Lenexa, fifteen miles south of this city. The start was made at 5:35 o'clock and Paola was reached about one o'clock. Owing to a late start, the wheelmen did not resume the trip back till 3:20 o'clock, Olathe being reached at seven P. M. It was the intention of the two cyclist to make one-hundred miles, but they are satisfied with the record they made. There was several disadvantages which prevented the making of the one-hundred-mile run, viz., lateness of start in the morning, exceedingly hot weather and the vexatious late start from Paola. On reaching Olathe Mr. Austin was completely fagged out with the ride, and would not venture farther. Harry Stuart was very anxious to complete the run and struck out for Kansas City, but darkness overtaking him at Lenexa, he stayed there all night, coming in on his wheel this morning, making nine-five miles. The roads were not in the best of condition, but were better between Olathe and Paola. Taken altogether, the trip was a record one. The roads of the West do not compare with those of the East, and the ride was, therefore, a good one. Some

time since the members of the Old Ramblers' club of St. Louis, accomplished a hundred-mile run, but the course was over macadamized roads and through the parks. The following are the statistics of the trip: Start, 5:35 A. M.; time to Olathe, two hours and fifty minutes; twenty-three miles. Time from Olathe to Paola, three hours and forty minutes; twenty-four and three-fourths miles. Return; start from Paola at 3:20; time to Olathe, seven o'clock; to Lenexa, eight o'clock; total distance, eighty and one-half miles; actual time to Paola, seven hours and twenty-five minutes; actual riding time, six hours and fifteen minutes; average number of miles per hour, seven and eight tenths. On the trip down Harry Stuart's rear wheel broke, caused by the rough roads, and considerable time was lost thereby.—*St. Louis Post Dispatch.*

A CYCLIST PAYS A BILL.

IT COSTS A RIDER THREE HUNDRED DOLLARS TO KNOCK DOWN AND INJURE A BOY.

A remarkable case was decided July 14, at Elizabeth, N. J., in the District Court, before Judge Gilhooly. It was the third trial of the suit of Fox against Sylvester for damages sustained by the former's boy in being struck, knocked down and injured by Sylvester while riding his bicycle on the evening of October 5, 1886. As the previous trials had resulted in disagreements the jury this time was picked from Elizabethport's citizens.

Sylvester swore he was not the party that struck the boy and attempted to set up an alibi to prove that he was on his way to New York at the time. Two witnesses swore they saw him board a train at 6:45 P. M., while the accident, it was alleged, had occurred at seven o'clock. The conductor of the train testified to seeing the defendant on it. To make Sylvester's case appear stronger, Jude Decker, another wheelman, swore that on the evening in question, at about the time mentioned, he, Decker, rode against and knocked down a boy while out riding on his bicycle. The boy, however, was positive that Sylvester was the party who injured him.

It was shown that the defendant sent Dr. Guer, after the accident, to Mrs. Fox, and offered to settle the case by paying her \$25. The defendant tried to explain this away by saying that he would sooner lose that amount unjustly than have his name dragged into court. The jury, however, took a different view and regarded this evidence as proof positive that Sylvester inflicted the injury. After an absence of half an hour the jury brought in a verdict of guilty, assessing the plaintiff's damages at \$300.—*New York World.*

STEVENS' RIDE ACROSS THE OCEAN.

HOW HE COASTED THE WHITE CAPS.

MR. WHEEL:—From a quotation published in your paper recently, I find that I am the victim of base insinuations at the hands of some editorial wiseacre and geographical Professor away down in Natal. This person openly declares that on my journey "Around the World on a Bicycle" I was guilty of taking the steamer from China to Japan, and again from Yokohama to San Francisco. Now, there is nothing that stirs up the slumbering ashes of one's resentment so much as being accused of deception, and of omitting to carry out certain details, that one's inner consciousness approves of having done to the Queen's taste, if not more so.

Therefore, I want that Natal pencil-pusher to understand that I am prepared to prove that I rode my wheel across both the Eastern sea and the Pacific Ocean. By writing to the Captain of the Yokohama Maru, he will learn that I pedaled my way over the shimmering surface of the *Tong Hai*, sometimes in the wake and sometimes in front of that vessel. He will learn that at meal times I regularly rode up to one of the port-holes and had my meals thrust out to me on the business end of a Japanese spear. He will furthermore be told that I held myself down to the speed of the steamer for the sake of company and regular *chow*, until within a hundred miles of Nagasaki, when I put on a spurt and reached port three hours ahead of the ship.

The distance from Shanghai to Nagasaki is only a few hundred miles, however, so that in comparison with wheeling across the Pacific, it was a very small feat indeed. I left Yokohama fully a week later than the Pacific mail steamer *City of Peking*, but in spite of a pretty choppy sea and

numerous headers over white-capped waves, I overtook her in mid-ocean. The greatest trouble in bicycling across an ocean is to get the road to lay still long enough for one to ride past any given point. There is no other difficulty worth mentioning. There is plenty to eat and plenty to drink, and any number of good places to sleep. One can catch a nice tender Spring whale any hour of the day, and roast it in the dancing phosphorescent fires with very little trouble. Certainly, there is something of a sameness about the diet, but by eating an old Greenland whale for breakfast, a spermaceti for dinner, and a nice calow youngster of either variety for supper, the sameness is to a certain extent neutralized. At night I used to lean my wheel up against a white-capped wave, and permit a gently heaving swell to rock me to sleep. I used to pillow my weary head on a soft, cushion-like billow. I had more fun coasting down the big long swells than a Montreal tobogganer, and reached San Francisco in seventeen days.

I suppose some one will be claiming next, that I took steamer from New York to Liverpool.

THOMAS STEVENS.

THE ROAD'S CRUSADE.

It is beginning to dawn upon others than cyclists that a good road is not only a thing of beauty but a joy forever. The following editorial from the *New York World* is, we hope, the opening blast of a fight for better roads:

"There is a popular impression that the city of New York occupies a fairly advanced position in modern civilization. While this may be true in some respects, it is far from being the case in others. It is desirable that our people should become generally intelligent on the subject of our deficiencies. The increasing travel in Europe of New Yorkers having the time and means to cross the Atlantic ought to assist materially in spreading the desired knowledge.

"This city is a long way behind the age in the matter of its streets. Not only does this fact strike the returned traveller at once, but it fills the visitor from abroad with astonishment. The jolting and the clatter and bang to which he is treated on the way from the wharf to his hotel let us down suddenly a great way in an estimation disposed to be favorable to us. And we deserve to suffer in that respect, since there is no valid excuse for our backward state. The problem of good streets has been solved for us by the experimentation of others, and we refrain from taking advantage of an experience of great value which is ours for the taking.

"The quiet, smooth, durable pavements of London and Paris might be ours if we only would say so. Instead of the universal, stony, nerve-afflicting causeways which we call streets in New York, we might have the civilized roadways that belong to first-class cities. We are rather proud of ourselves in the metropolitan sense, but it is the pride of ignorance. We really cut a very sorry figure in cosmopolitan eyes, and almost solely because of our adherence to pavements of a past age and the unspeakable car rails."

ENGLISH AMATEUR CHAMPIONSHIP.

The five-mile tricycle championship was decided at Aston July 2. Summary—Heat 1: E. Moore, 15:28 4-5; E. Kiderlen, by a foot. Heat 2: R. J. Mecredy, 15:26 4-5; C. E. Taylor, by 4 yards. Heat 3: W. Terry, 16:53 2-5; J. Moore, 2d. *Final Heat:* Mecredy, 17:22 2-5; Terry, 2d, by nearly a lap. The last mile in second heat was ridden in 2:54.

A three-mile scratch bicycle race, decided the same day, was won by Illston in 8:41 3-5, beating Kiderlen and Fenlon.

One-Mile Tricycle Championship. This event was decided at the same track on Monday, July 4, and resulted in some astonishingly fine contests. Summary—Heat 1: George Gatehouse, 2:57 3-5; E. B. Turner, by 15 yards. Heat 2: R. J. Mecredy, 2:51 4-5; J. Moore, by 30 yards. Mecredy set pace from start to finish. Heat 3: C. E. Taylor, 2:56 2-5; G. P. Mills, by 10 yards. Heat 4: E. Kiderlen, 2:56; W. M. Appleton, by 15 yards.

Second Round—Heat 1: Mecredy, 2:53 1-5; Gatehouse, by 2 yards; Moore, by 2 yards. Mecredy paced from start to finish. Heat 2: Kiderlen, 3:14 4-5; Taylor, 2d. *Final Heat:* Kiderlen, 2:54 2-5; Gatehouse, by 15 yards; Mecredy by 5 yards.

The twenty-five mile bicycle championship was won by Illston in 1:19:02 3-5.

THRO' THE WILDS OF WYOMING.

ONE HUNDRED MILES OVER THE RUGGED ROCKY MOUNTAINS.

When we mounted our Expert Saturday morning, at Denver Junction, a tremendous gale came over the hills like an avalanche, and threatened to dislodge our one hundred and forty pounds of avoirdupois. Against this we pedaled on an up grade for fourteen miles to Chappel, and just in time to escape from one of those Nebraska showers which spring up at all hours, and go about as sudden as they come—no formalities about it. At ten o'clock we pointed for Lodge Pole, eleven miles away, and captured it at 11:30. Passing on over hard gravel roads, rather improved by the recent rains, we wheel into Sidney, nineteen miles farther, at one P. M., and take dinner at the Pacific Hotel. At 2:30 we are again in the saddle and making tracks for Potter, twenty miles away, dining there at five o'clock. Nine miles further we pass Dix, and push on to Kimball, nine more miles, over the best road of the day, in just forty-three minutes, registering at Hotel Martha at eight o'clock, with eighty-two miles less between us, Cheyenne and the "Fourth." Sunday morning we are off at nine o'clock, and reach Bushnell, thirteen miles, at 10:30. Here the roads begin to grow worse, and we confidently look for a parting kick from Nebraska. About three miles out we come upon

A SLEEPY OLD BULL

as we imagine, tied by a long rope to a stake in the ground, as our imagination again determines. Not wishing to disturb his bullship's siesta, we dismount and essay to walk past. This act of indiscretion on our part is roundly resented by Mr. Bull, and rising up he proceeds to air his displeasure into unmistakable methods. Yes, he is mad, and determined to get revenge for some fancied insult to his bovine etiquette. Now we have no fear of any animal extant on good roads, but in two inches of sand a mad bull is not to be desired. But we carefully saunter out beyond the slack of his rope as we again judge in our mind's eye, and await developments. Not long have we to wait, for they come in short order. Raising his bushy head Mr. Bull gives one big snort and comes for us like a thousand of brick. For a moment we witness the onslaught and then turn turkey and run. Lucky we did, for that bull was only fastened to a heavy iron weight which he could move by extraordinary exertions. Well he did some tall pulling and we did some taller skeddling. For a half mile the programme was carried out to the letter, and it began to grow irksome, to us at least; but the bovine still kept yanking his anchor over the prairie. Ever and anon it would yank him nearly on end; but on he came, determined to meat us, with blood in his eye, with not a fence or thicket in sight to escape from this infuriated snorter at our heels, rendered our chances of seeing the Pacific rather slim unless something turned up. That something presently put in an appearance in the shape of two cow boys, and the way they came to our rescue was a caution to all bulls in general and this one in particular. Hastily dismounting, one of them seized the anchor rope of his bullship, and by a few dexterous swings got it under the animal's forward leg, and nearly threw him to the ground.

"Now git, youngster," said one of our rescuers; and we did git. The way we piled up sand hills behind would have made Whittaker envious and relegated into obscurity all of Woodside's famous records. We kept no tally, official or otherwise, of the gait, but reached Pine Bluff in time for dinner, ten miles from Bushnell, and crossed into Wyoming Territory in the bargain. At two P. M. we again set out and finding better roads, push on with renewed vigor. Five miles are passed when we suddenly discover that

OUR SADDLE BAG IS GONE.

Great buckets of gore, but did you ever see such luck? A mad bull was not enough, but we must needs turn around and go back three miles before the innocent object of our new woes is found lying as peacefully by the roadside as a dead log, the strap had been worn completely in two and this is why we made twelve miles to Tracy, when the regular distance is but six. This should have been sufficient to suspend further efforts at desecrating the Sabbath, but we resolved to see it out now or bust. A ride of six miles and Egbert appeared at 4:30, and we shot out for Hillsdale. Probably a quarter of a mile is made when on comes another of those sudden showers and we

return in hot haste to Egbert. A section house here gives us supper and at 6:30 we push with a firm determination to sleep at Hillsdale or on the prairie. A run of ten miles and we take the railroad track and foot it into Hillsdale four miles further. Here lodgings are secured with a jolly old Irishman, whose good nature at once turns our dismalmess wrong side out and renders us smiling once more. We are still twenty miles from Cheyenne, having only covered fifty-five during the day, and expect to see a part of the glorious Fourth pass away in Cheyenne at least. Monday dawned hot and sultry, but we set out at six A. M. with a light heart, but not lightened purse. Our host does not require compensation, and gentle readers, we do not urge him. Nevertheless, we had as good a bed and breakfast as can be found. Six miles and we passed Archer at seven o'clock. Six miles further and Atkins is left behind at 7:45. An up grade is also left in the rear, and we now take a coast of eight miles into Cheyenne, pulling up before the Metropolitan hotel in the metropolis of Wyoming at nine o'clock. We are all ready in an hour to take in the biggest kind of a celebration ever inaugurated, but find none awaiting our valor. Reader, if you are a bicyclist, and have ever ridden like sixty for a point to lose it at the last moment, you will know exactly the state of our feelings upon learning that no celebration, big or little, not even a horse race was billed to commemorate this glorious day in Cheyenne on July 4, 1887. It was a fact. Nothing, not even a firecracker was heard to mar the death-like stillness which hung like a pall over the city on Uncle Sam's birthday. Well, we managed to outlive the day and spent some very pleasant hours with the Cheyenne Bicycle Club, in the elegantly furnished rooms. These model boys have everything arranged for comfort and ease and they generally get it. On the first floor are billiard and pool tables, reading room, well stocked with current literature, bicycling and otherwise, and a fine gymnasium. Session rooms on second floor where the b'hoys assemble in silent and owlish conclave once in about six months! No harm done, only as other boys they are slightly averse to frequent conversations with the legislative God. In a ride around the city, over some very smooth streets, we took in the City Park, Lake Minnehaha, and various picturesque and pleasant avenues and drives. The evening we devoted to "Janish" at the Opera House, and felt well repaid, although we own our ticket was a d. h. At 12:30 Tuesday, we said adieu to a host of newly made Cheyenne friends and pedalled out of the city at a rattling rate. Twenty-two miles away we reached Granite Canyon, at three P. M. This is a lonely though rough and romantic spot, and is only attainable by several miles of tall climbing. Pushing on we stop at Sherman, the highest point on the Union Pacific, for supper, at 6:30, just fifteen miles from the Canyon. This place is 8,242 feet above the ocean level, and the country for miles around is revealed in an endless succession of rock turreted hills and winding valleys, dotted here and there and everywhere with massive boulders, with an occasional mountain peak standing out like grim sentinels on the lovely landscape. A monument of gigantic proportions is here erected to the memory of Gen. Ames, ex-superintendent of the Union Pacific Railroad, whose death cast a gloom over the country some years ago. From here we have an easy coast of seven miles to Tie Siding, and put up for the night at a fourth rate hotel there at eight P. M. Wednesday morning we pushed out at eight P. M., and rode into Red Buttes at 9:45 over nine miles of soft sand. From here to Laramie City, a fine road is met, and we see that rugged western town at eleven A. M., after a ride of nine miles. Dinner is taken aboard here and we push on at 12:30 over the old emigrant mountain trail which leads us out of the city directly west over the hills. Ten miles of good roads are past when we suddenly encounter a rough, stony, unridable road, and eighteen miles out strike Birds Ranch at 4:30. Our Laramie adviser told us to put up here, but we push on, and seven miles further come to Eytyn's Ranch at six o'clock and secure a good supper, lodging and breakfast. These jolly ranchmen never think of taking pay for these favors and consequently we were so much in pocket. Thanking our host as only a grateful bicyclist can, we set out over some passable roads, which presently grow from bad to worse, and twenty miles away come upon Rockdale, as pleasant and attractive a spot on Rock Creek as can be found in the mountains. Before we have time to ask for it, we are very cordially invited to dinner by the kind ranchero and his estimable wife, Mr. and Mrs. S. A. Williams, and a better repast we have seldom done justice to. So entertaining are

our new made friends that it is two P. M. before we get started, and after climbing a four-mile hill, take a delightful coast of five miles down the mountain side. Eleven miles of walking follows this, and we bring up at Elk Mountain at five o'clock, and take supper at Jones' Ranch. Crossing the Medicine Bow river, we ride out seven miles to Tatum's kanch for the night. Although given a bunk of blankets on the hard floor of the ranch, we turn in and sleep like a rocket till six A. M. Friday morning, the shrill tones of the ranchero awaken us in the midst of a happy dream of home and mother. Yes, my bicycle readers, there is in Herkimer, N. Y., a home more dear to me than all on earth, and a mother is there second to none in the land, and to a reun on in this happy land, I look forward with all the pleasure a successful completion of my trip can assure. Starting out at seven o'clock, we take a long, weary march of twenty-seven miles to Fort Steele. Barely five of these are made in the saddle, and you may judge of our joy when once more the familiar lines of the Union Pacific road comes into view. From 2:30 to five P. M. we stop at the Fort and figure up our experience. Although one hundred and ninety-four miles from Cheyenne, we have traveled but one hundred and seventy-five miles, as the mountain course is that much shorter. But the next fellow who deigns to send us across the mountains in preference to the railroad line, will be a fit subject for a coroner in short order. Still we are not sorry we traversed that lonely but picturesque place, for there are many redeeming features about its monotonous meandering path. To describe all these would tax the powers of Plato, and as we are not thusly endowed, we'll pass on and record our arrival at Rawlins, eighteen miles from Fort Steele, at eight P. M. Nine of these miles were quite rideable, but the balance we can't account for. The road is sandy and hard navigating, except in occasional spots—very occasional at that. At Rawlins we stop at Hotel Brunswick and here we'll leave you gentle reader for pastures more green, of which we'll tell later on.

Rawlins, Wyo., July 8.

G. W. NELLIS, Jr.

WHAT SHALL I RIDE?

REAR-DRIVER, ORDINARY, OR TRICYCLE?

This is a question which has puzzled not only the beginner, but many a veteran of years' standing. The choice of the type of machine is a serious question, and again and again inquirers write us to know if we would recommend ordinary bicycle, tricycle, or Safety. "So many side issues," says the *Irish Cyclist*, "influence the choice of a machine that such queries are almost as hard to answer as if a sick man should write to a doctor and ask for a remedy without specifying the nature of the disease. The quality of the roads over which the machine is to be used, the characteristics of the rider, his weight, age, and strength, and various other matters, must all be taken into account. Taking the ordinary bicycle first, there is little doubt but that it takes less muscular exertion to drive than any other machine. It is graceful in appearance, and the construction is simplicity itself; and no type of machine is so little liable to get out of order. It is easily stored and easily conveyed. It makes but one track, and so can find good going where a tricycle would be in difficulties; and it is considerably faster than the three-wheeler. Taking its disadvantages, we find that the rider is much more liable to cropper; that a fall off an ordinary bicycle is often very severe; that it will not stand alone, or run very slowly, with any degree of comfort; that the difficulty and labor entailed in mounting and dismounting, especially in wet weather, is considerable; that the vibration is often excessive; and that it is a bad luggage-carrying machine. The three-wheeler occupies the other extreme. It is eminently comfortable and safe, and the rider is in the best position to utilize his entire strength. He may regulate his pace as he likes; and can carry an ample supply of luggage. With fair treatment, it will stand as much work as a bicycle; and the absence of vibration stands in strong contrast, and will often cause the rider to be less fatigued than his companion on the two wheeler. It is a good hill-climber, and downhill is the perfection of comfort and safety. It has, however, some serious drawbacks. It is awkward to store or to convey by train or boat. It makes three tracks, and must, consequently, often plough through stones where a bicycle could have easy running. It is heavy, and this tells, espe-

cially uphill, and on muddy or very dusty roads, the difficulty of driving it is greatly increased; and, taking it altogether, it requires considerably more muscular strength to drive it than the bicycle. The rear-driving safety occupies a middle position. It is almost as safe as the tricycle, and as fast as the bicycle. Over bad roads or good, uphill or down it is equally satisfactory, and the vibration is very slight except in the case of the arms. Mounting or dismounting are easy, and plenty of luggage can be carried. It can be stored or conveyed as easily as the ordinary, and in brake power and comfort in coasting it equals the tricycle. It is, however, more apt than either the ordinary or tricycle to get out of repair, in consequence of being more complicated, and also because riders are apt to urge it at a rapid pace over rough roads. In appearance it is extremely ugly, and in weight exceeds the ordinary. The vibration to the arms is considerable, the mud-guards are apt to rattle loose, and in wet weather the chain gets covered with mud. In districts where the roads are good, and are free from large, loose stones, the ordinary bicycle will be found most satisfactory for the young, active rider, who has plenty of nerve. On bad roads, or for nervous riders, the safety or tricycle will be found most satisfactory. If he requires pace, at the expense of some slight degree of comfort, let him choose the safety. If he considers comfort and entire safety before everything, let him choose the tricycle. On rough roads, however, where but one good track exists, the safety is far before the three-wheeler.

WHEEL GOSSIP.

The N. Y. Division has 2,032 members.

It is said the Roseville track is being allowed to go to wreck.

The Orange Wanderers are talking up a race meet for August 27.

Rich. Kluge and Stenken rode five miles at Roseville, in 14:50, on Friday afternoon.

J. E. Baker, of the Orange Wanderers, recently cleared Eagle Rock Hill on a 48 inch Victor.

Wheelmen should shun the Claremont Hotel on the drive. They are treated by the waiters as if their room was preferable to their ducats.

President Kirkpatrick has written the League "Cabinet" for their opinion as to what action the League should take on the road-racing question, if any.

We have received a superb catalogue of the genuine Humber Wheels from L. H. Johnson, Main street, Orange, N. J., who is sole agent for these wheels.

C. S. Luscomb has resigned from the Executive Committee of the Team R. R. Association, on the ground that road-racing being illegal and hurtful to cycling, it would be inconsistent for him to aid and abet the same.

We are pleased to learn from Mr. E. F. Burns, of Smithville, that the accident to young Weber is not so serious as at first reported. He is already about, and will soon be able to ride again. He had a narrow escape, however.

We are joyed to learn that Mr. A. Bassett, of Boston, has kindly taken itself upon him to sub-edit the columns of this paper. Such squibs as he may consider of more than ordinary merit will be reproduced in the columns of Mr. Bassett's organ.

The *American Wheelman* is suffering from a violent hallucination when it entertains the idea that "The Listener's" slating of Mr. Bidwell settled his chances for the Presidency last year. Bidwell never was a candidate; he probably had more to do with the selection and election of Mr. Kirkpatrick than perhaps any other man in the country.

The proprietor of the Mt. St. Vincent Hotel, in Central Park, has announced that he will make special efforts to cater to the wheelmen. He will serve meals at all hours and will make a specialty of breakfast for breakfast runs, provided he be notified in advance. His prices are reasonable, and a reduction of twenty per cent is made to wheelmen.

The *Indiana Chatterbox*, of July 14, says of itself. "We are the first cycle paper to publish a full account of the Stone-Greenwood De Soto Race. The special correspondent of the *Chatterbox* also sent a full report to the *Bicycling World*, and we also published as fine a report as we thought necessary, all of which appeared contemporary with the report of the *Chatterbox*."

Messrs. D. Rogers & Co. seem to have cleaned out bicycle agents and buyers all over the country. It is a standing joke with our friends to ask us about D. R. & Co., but we wish to assure them that we "saved our bacon" by securing the first judgment against their goods. We believe the precious pair of swindlers have gone to Australia, not to England.

A wheel and athletic tournament will be held at Washington Park, Brooklyn, on Labor Day, Sept. 5. The events are: One-mile handicap; one-mile handicap for roadsters over thirty-six pounds; one mile mount and dismount at stated points on the course; three miles handicap. Three prizes will be given in each event. Entries close Sept. 2, with H. Grotage, 228 Monroe street, Brooklyn, N. Y.

The groan of the Secretary-Treasurer of the N. Y. Division, that it is "financially embarrassed," is amusing, though true. The Division has \$64.97 in bank, and liabilities exceeding its assets. We remember how we used to gloat over those big bank balances of last year. The money is gone, but it has been spent judiciously; a road-book second to none, and the passage of the "Liberty Bill" are better than a big bank account.

Messrs. Bartlett and MacDonald have lost a fifty-four-inch Standard Columbia bicycle, enamelled wheels, nickel backbone and forks, monogram, A. M. C., and brass plate on head. The thief is a man of slight build, dark hair, about five feet nine inches in height, and between twenty-four and twenty-nine years of age. He gave his name and address as W. J. Wilkins, 1681 Madison avenue. The machine was stolen July 15, at 12:30 P. M.

Cleveland residents who receive a marked copy of this paragraph are requested to call at the store of N. C. Bosworth, 1222 Euclid avenue, and claim their copies of "X. M. Miles on a Bi.," which were dispatched from the manufactory on the fifteenth. Karl Kron informed us that on the same day he sent boxes of books to Hartford (Weed Sewing Machine Co.'s office), and New Haven (M. D. Gillett, at Breck Brothers' rubber store, 802 Chapel St.); and we therefore send marked copies of this paper to his subscribers in those two cities, also, by way of reminding them where they may get their books. K. K. requests that all who do not intend to claim their "numbered autographed copies" at \$1, will notify him by postal card in order that he may be free to put the same on sale to new purchasers at the regular rate of \$2.

There is one ride about Orange, which I am much surprised on inquiry to find that so many visitors to that district have not taken. I refer to the one on the east side of the mountain from Eagle Rock to the top of South Orange avenue hill. I went over it the other day again in a tandem, and every time I make the trip I am the more charmed with it. After going a hundred yards or so beyond the Eagle Rock Park entrance the summit is reached and the coast begins. A quarter of a mile or more down and then turn to the first road to the left. This is a most perfect macadam and skirts the mountains. Past handsome country houses you wheel, the hill rising on your left and the beautiful valley below on your right with its patches of woodland, its acres of green meadows, its fields of waving crops, and in the distance the blue Morris mountains. The road rises and falls gently and here and there you plunge into a half mile or so of cool and fragrant woods. You keep this road until you come to a little church and then turn to the right until a quarter of a mile beyond a pretty church of modern pattern is reached. Here take the road to the left and following it for a half a mile or so you will come to a series of fine coasts with many turns. A good brake, a watchful eye, and a stout pair of lungs will rob the coast of all danger. After about a mile of coasting the macadam ends, and a ridable country road begins. Follow it for a quarter of a mile and you will meet a road to the left that goes over a small wooden bridge. Take this and follow it on keeping to the left, and a mile or so of it will bring you to the top of South Orange avenue, when you will have a fine view of the outlying country and a long restful coast to follow. It is well known to many wheelmen, though to some it will prove a pleasant change from much frequented paths. Those who have not taken the ride should take it, and those that have will not condemn me for bringing up pleasant memories. JONAH.

The celebrated Duryea racing saddle, which has been used for some years past by all the well-know racing cracks, is now being delivered by the Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers. Price \$4.—*Adv.*

The Cobblestone saddle. With it one can ride off the ordinary city curb without danger. Embodies the best points of all the hammock saddles. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.—*Adv.*

The old, tried and celebrated Lillibridge saddle, believed by many who have ridden it for years to be the best hammock saddle on the market. Made for all kinds of cycles. Price only \$5. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.—*Adv.*

The Wonder saddle, wonderfully well suited for hard riding. Is of admirable shape. Whittaker has used it on all his runs and swears by it. In many sections of the country riders will have nothing else. Price \$6. Gormully & Jeffery Mfg. Co., Chicago, sole manufacturers.—*Adv.*

SARANAC LAKE, FRANKLIN CO.

July 28, 1886.

I can heartily recommend Tom Smily to any one wishing to learn bicycle riding. By shewing me the "reason why" in every case he taught me in two lessons to ride, and in five lessons to mount, dismount, and ride with confidence. His points on managing a wheel have saved me several headers. EDWARD W. SCRIPTURE.

Address, 308 W. 29th street.

THE MAIL AND EXPRESS,

NEW YORK, Oct. 3, 1886.

DEAR SIR:—It affords me great pleasure to testify to the value of your instructions in the art of cycling. Your lessons are clear, and the confidence from the very start you give a pupil is a wonderful aid to him. I am more than pleased with the advantage, which in a very short time I have derived from them.

Yours respectfully,

WALTER J. LEE.

MR. T. A. SMILY,

care of G. R. BIDWELL, N. Y.

MADISON SQUARE THEATRE,

NEW YORK, August 5, 1886.

MR. T. A. SMILY.

DEAR SIR:—I take pleasure in testifying that the bicycle lessons I took from you were entirely satisfactory and very valuable to me.

WILLIAM GILLETTE.

CHARLES SCRIBNER'S SONS' PUBLICATION OFFICE,
Oct. 9, 1886.

MR. T. A. SMILY.

DEAR SIR:—Your instruction on the bicycle was entirely satisfactory to me, and whenever I hear of anyone who desires such instruction I will gladly recommend you. Of course you may use this in any way you please. Yours truly,

W. M. BANGS.

We were pleased to meet last week, while walking down Fulton street, two prominent cyclists from Jersey. They had evidently been shopping and were trying to look cheerful under a load of bundles and perspiration. We joined them, and in the course of conversation they told us that they had just purchased an outfit of Smith's Sporting Goods House, of 123 Fulton street, and were surprised at the varied assortment they found there, and at the courteous treatment they had received.

Charles Schwabach is as happy as a cricket now that he is sole owner of the wheel headquarters at Prospect Park Plaza. A number of tandems and singles are kept for letting purposes, and the wheelmen should give their "best girls" and sisters a taste of wheeling, by inviting them to a moonlight run through the Park.

Very few of the New York Club will purchase League uniforms. Spaulding & Bros. have gotten up a cloth for the especial use of the Club. It is the finest shade of cloth and cut that we have seen, and it is worth belonging to the club if only for the privilege of wearing it. This firm makes a specialty of club uniforms.

Messrs. Radway's Ready Relief are receiving many testimonials as to the benefits of their embrocation. A thorough application of Radway's Ready Relief will relieve stiffness, rheumatism, soreness, and stiffness of the muscles, sprains, bruises. As a pain reliever it is a great success, and wheelmen should not fail to use it for cuts, sprains or bruises caused by falls.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled, "2" All nickeled except rims, "3" Wheels enameled, balance nickeled, "4" Enameled with nickel trimmings, "5" Enameled with polished parts, "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals, "2" Balls to both wheels and plain pedals, "3" Balls to front, cone to rear, plain pedals, "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new, "2" Tires show but slight wear, finish excellent, "3" Tires brand new, finish excellent, "4" Tires show a little wear, finish first class, "5" Tires some worn, finish somewhat marred, "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	4	2
44	36	Kangaroo Safety,	130.00	60.00	4	4	2
45	50	Standard Columbia,	90.00	50.00	5	5	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
47	54	Expert Columbia,	127.50	85.00	4	4	4
51	52	American Rudge,	112.50	75.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	Hf.Nk.	2	4
80	44	"Facile,"	130.00	70.00	4	1	4
87	55	Spalding Racer,	140.00	50.00	4	1	4
90	52	Royal Mail,	137.50	80.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
95	55	Spalding Semi Racer,	140.00	55.00	4	1	4
96	55	"Racer,	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	2
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	4	2
118	48	"	115.00	75.00	3	4	4
120	54	Imperial Challenge,	145.00	80.00	1	2	4
123	52	Sanspareil,	127.50	85.00	4	2	New
124	52	Sans. Light Roadster,	137.50	90.00	4	2	2
125	42	Special Star,	120.00	80.00	4	4	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	"	120.00	80.00	4	4	2
132	54	Columbia Expert,	145.00	85.00	1	2	4
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspareil,	130.00	70.00	4	1	2
136	51	Special Star,	130.00	95.00	1	1	1
137	42	Standard Columbia,	90.00	40.00	3	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
143	56	Humber L't Roadster,	150.00	55.00	4	2	4
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	55.50	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
153	52	American Rudge	112.50	75.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	100.00	4	1	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	5	4
159	54	Standard Columbia,	110.00	60.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	1
161	54	Rudge L't Roadster,	145.00	105.00	4	1	1
162	45	Special Star,	65.00	40.00	4	4	2
163	51	"	70.00	40.00	4	4	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	40.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
170	56	Victor,	132.50	105.00	4	1	1
171	53	Col. Lt Roadster,	137.50	100.00	4	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
179		"Cripper Tri.	180.00	125.00	4	2	2
180		"Hbr. Tandem,	260.00	225.00	4	2	1
182		"Cripper Tri.	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	1
185	52	Humber,	130.00	70.00	4	1	2
188	52	Victor,	135.00	85.00	4	1	2
189		Col. Tri. (3-track)	180.00	75.00	4	1	1
192		Quard Tandem,	250.00	150.00	4	1	5
195		Sparkbrk Hbr Tdm	265.00	200.00	4	2	1
196		Genuine	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tndm.	250.00	180.00	4	2	4
200	42	Standard Columbia	80.00	30.00	5	4	3
201	48	"	87.50	40.00	5	4	3
202	50	Challenge	95.00	50.00	3	2	4
203	54	Mail	110.00	65.00	4	1	1
207	51	Special Star	130.00	85.00	4	3	2
208	48	American Star	90.00	80.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
210	56	Harvard Special	145.00	85.00	3	2	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
214	52	American Rudge	112.50	80.00	4	1	2

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

38 Park Place, New York.

HARLEM BRANCH:

124th Street and Seventh Avenue.

Renting, Repairing & Nickeling. Storing Wheels.



NEW YORK AGENTS FOR THE
HUMBER LIGHT ROADSTER,
HUMBER CRIPPER,
HUMBER TANDEM,
HUMBER TANDEM CRIPPER,
SPARKBROOK BICYCLE,
SPARKBROOK TRICYCLE,
SPARKBROOK HUMBER TANDEM,
ROVER SAFETY, Nos. 1 and 2.
NEW EXCELSIOR CYCLOMETER.
A FULL LINE OF SUNDRIES.

OUR LIST, July 20, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 3.—50-in. Harv. Latest pattern. Ball wheels. Price \$80.
- No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp. bell. Good cond. Price \$56.
- No. 9.—52-in. Exp. Col. balls all over. Wonder saddle, full nickel. Prime cond. Price \$90.
- No. 10.—52-in. Am. Club, nickel, with enam. spokes and rims. Fair cond. \$65.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$70.
- No. 17.—54-in. G. & J. Challenge, plain bearings. Butcher spoke cycl. lamp. Price \$47.
- No. 18.—54-in. Rudge L. R., '86, Enam. Balls all over. Good cond. Price \$95.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 27.—56-in. Col. Exp. Full nickel. Nickel worn. Good cond. otherwise. Price \$75.
- No. 23.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$45.
- No. 32.—50-in. Am. Club, '86, Enam. with nickel spokes. Cow-horn handles. Balls all over. Little ridden. Price \$90.
- No. 34.—Fowler tricycle. Hardly ridden. Worth looking at. Price \$55.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Plain pedals. Price \$75.
- No. 36.—48 in Star. Good cond. Price \$56.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 43.—54-in. Col. Expt Nickel with enam. wheels. Good cond. Price \$75.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
- No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.
- No. 26.—52-in. Singer. Enam. Price \$20.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 48.—44 in. Crypto-g geared Humber Tandem made to order. Cost \$325. Price \$200. Fine cond.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.

This Week's Bargains.

- No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
- No. 51.—52-in Rudge. Enameled. K. of R. lamp. Used but 2 months. Price \$83.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

WETMORE & CHESTER,

49 Cortlandt Street, New York.

No club dinner is complete without Royal Sec Champagne. Of this delightful brand, the *Wein and Spirit Review* writes: "Probably the most remarkable record in the history of the champagne trade ever scored, or rather the best record ever made by a yearling, is that of 'Royal Sec.' the importations of which by our friend Mr. A. B. Hart during the past year have mounted up to nearly five thousand cases. When it is considered that the first case of this now popular brand was placed upon the market one year ago last September, the above figures are something remarkable indeed." A. B. Hart, agent for the United States and Canada, 17 and 19 Broadway, New York.

162 SANDRINGHAM ROAD,
 LONDON, N. E., ENGLAND,
 February, 1887.

T. A. SMILY, Esq., New York City, U. S. A.

MY DEAR SIR:—I shall be most happy at any time to recommend you as a thoroughly proficient master of bicycling riding and an excellent coach and trainer for racing. I will have much pleasure in forwarding you the addresses of those gentlemen whom you taught with myself during 1877-82. They will, I am sure, be glad to send you a few words in recognition of your valuable services. Trusting you will make use of me,

I am, yours very truly, HERMAN SALOMON.

EXCELSIOR FERTILIZER Co.,
 628 West 30th Street,
 NEW YORK, September 24, 1886.

Mr. T. A. SMILY, care George R. Bidwell, Esq.,
 313 West 58th Street.

DEAR SIR:—Regarding the instruction in bicycling given me by you, permit me to say, it is more than satisfactory. I profited more from your two short lessons than from a whole week's instructions (?) from another source. In fact when you took hold of me (at which time I had been riding two months) I realized that I had not been taught at all, and did not know anything about riding. The mounts, dismounts, and methods of taking obstructions, etc., taught me by you, were easily made my own and proved of much value. The improved style of riding is also a feature. In point of fact I regard you an unexcelled tutor in the delightful exercise of wheeling.

Yours, very truly, JAMES SIMPSON.

WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,
 PROSPECT PARK PLAZA, BROOKLYN.
 F. G. SPENCER, Proprietor.

** REFRESHMENTS OF ALL KINDS. **

Bicycle Business for Sale

In New York City; very profitable, doing the largest second-hand business in the country. The exclusive agency for a very popular line of A1 wheels goes with it. Large and profitable renting business which bids fair to excel anything yet done in that line; also complete repair shops always full of work. Also the exclusive control of a specialty for winter trade. Best opportunity ever offered. Price very reasonable. Address X. Y. Z., Post Box 44, New York City.

WANTED.

Second-Hand Bicycles and Tricycles

TO SELL ON 10 PER CENT. COMMISSION.

Demand so great that our stock is becoming rapidly exhausted.

If you wish yours sold quickly, now is the time.

MANHATTAN WHEEL EXCHANGE,
 49 Cortlandt Street, New York.

We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapids, Quadrants and Sparkbrooks.

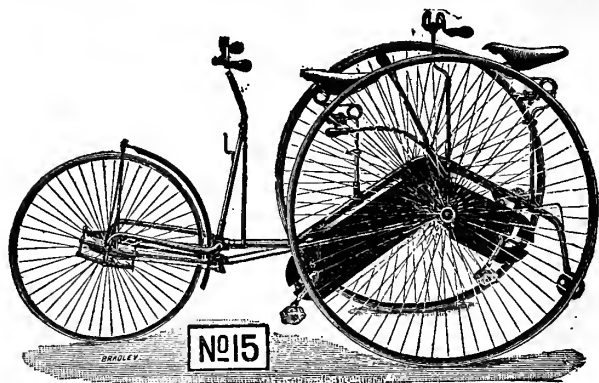
NEW YORK BICYCLE CO.,

HARLEM BRANCH—NOW OPEN

124th Street & 7th Avenue.

38 Park Place, New York.

RENTING, REPAIRING, STORING.



FOR SALE, EXCHANGE, WANTS.

WANTED.—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. FOR SALE CHEAP.—52 inch Standard Columbia. Box 75. Wappingers Falls, N. Y.

FOR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—56-inch, Full Nickered, Expert, 1885. In first class condition. Address F. W. Lang, care of Ilderan Bicycle Club, 71 Lincoln Place, Brooklyn, N. Y.

SECOND-HAND WHEELS.—Where and how to sell and buy them. See advertisement of Manhattan Wheel Exchange in another column.

FOR SALE.—52-in. Expert Columbia, full nickered, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE.—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickered, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

FOR SALE.—Two bicycles and one running tricycle, at the lowest rate. Call at No. 4 Second st., City.

FOR SALE.—Great bargain—54-in. Victor Roadster, 1886 pattern; enamel and nickel; new; price \$105. E. I. Horsman, 80 William st., N. Y.

BICYCLE BARGAINS.—54 in. Expert, full nickel, spade handles 54 in Expert, nickel, except wheels (new). 54 in. Rudge Light Roadster. At big bargains. Call. 34 Maiden Lane

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

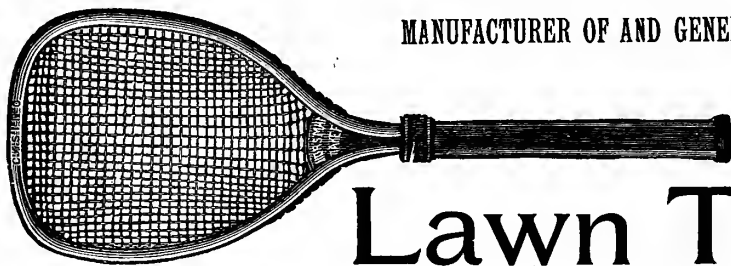
WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

FOR SALE.—Bicycles—54-in. Rudge Light Roadster, '86 pattern; 54-in. Expert Columbia full nickel, balls all round, new condition. Bargains. 34 Maiden Lane.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

NEW YORK WHEELMEN can find good storage for machines and pleasant dressing-rooms, in immediate vicinity of Riverside and Central Parks and Boulevard, half a block from L station. Call or address, H. Wimmel, 138 West 104th street, New York.

FOR SALE.—54 in. Victor Bicycle—roadster—good as new. Price \$100. Fred. O. Watrous, 1000 Center avenue, Bay City, Mich.



MANUFACTURER OF AND GENERAL HEADQUARTERS FOR

Lawn Tennis

E. I. HORSMAN,

80 & 82 WILLIAM STREET, NEW YORK CITY.

Special attention is called to my Improved "Casino," Special and Elberon Rackets for 1887. Special Rates to Clubs.

NEW YORK AGENT FOR THE

American Champion, Challenge, Safety, and Ideal Bicycles

SUNDRIES OF ALL DESCRIPTIONS.

Nickel-Plating and Repairing a Specialty.

SEND STAMP FOR ILLUSTRATED CATALOGUE OF TENNIS AND BICYCLES.



DISSOLUTION OF PARTNERSHIP.

CLEARANCE SALE OF

SECOND-HAND WHEELS.

THESE MACHINES MUST BE SOLD.

SIZE.	NAME.	BEARINGS.	FINISH.	CONDITION.	PEDALS.	PRICE.
44.	Standard Columbia.	Ball	Nickel	Good	Plain	\$40 00
48.	English	Ball	Enamel	Good	Plain	35 00
50.	Harvard	Ball	Nickel	Good	Plain	50 00
50.	American Club.	Ball	Nickel	Good	Plain	75 00
50.	Standard Columbia.	Ball	Nickel	Good	Plain	50 00
50.	Standard Columbia.	Plain	Enamel	Fair	Plain	25 00
50.	Standard Columbia.	Cone	Nickel	Good	Plain	60 00
51.	British Challenge.	Ball	Enamel	Good	Plain	75 00
51.	Star	Plain	Enamel	Good	Plain	35 00
52.	American Club	Ball	Nickel	Good	Plain	75 00
52.	Expert	Ball	Nickel	Good	Plain	85 00
52.	University Club.	Ball	Enamel	Good	Plain	90 00
52.	Harvard	Ball	Nickel	Fair	Plain	50 00
54.	Expert	Ball	Nickel	Good	Plain	75 00
54.	Expert	Ball	Nickel	Good	Plain	85 00
54.	Expert	Ball	Nickel	Good	Plain	85 00
54.	Harvard	Ball	Nickel	Good	Ball	65 00
54.	Standard Columbia.	Ball	Nickel	Good	Plain	60 00
54.	Rudge	Ball	Enamel	Excellent	Ball	85 00
56.	American Club	Ball	Enamel	Excellent	Plain	65 00
58.	Expert	Ball	Nickel	Excellent	Ball	85 00
58.	Expert	Ball	Nickel	Excellent	Ball	90 00
36.	Kangaroo.	Ball	Enamel	Good	Plain	65 00
36.	Kangaroo.	Ball	Enamel	Good	Plain	75 00
36.	Kangaroo.	Ball	Enamel	Good	Plain	75 00

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48.	Columbia 3 track.	Ball	Enamel	Good	Plain	50 00
.....	Columbia 2 track.	Ball	Enamel	Good	Plain	80 00
.....	Columbia 2 track.	Ball	Enamel	Good	Plain	90 00
44.	Humber Tandem.	Ball	Enamel	Excellent	Plain	175 00
44.	Humber Tandem.	Ball	Enamel	Excellent	Plain	225 00
40.	Malbo. Tandem.	Ball	Enamel	Excellent	Plain	175 00
40.	Malbo. Tandem.	Ball	Enamel	Excellent	Plain	175 00

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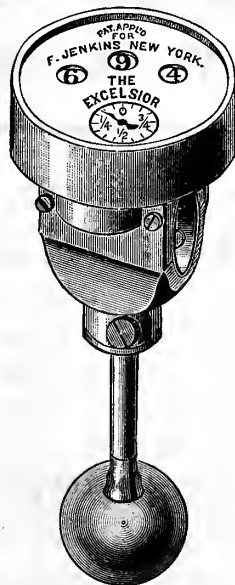
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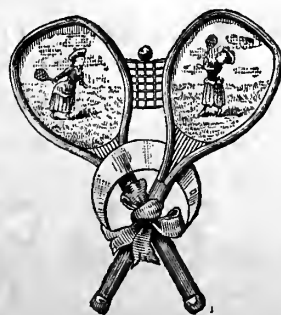
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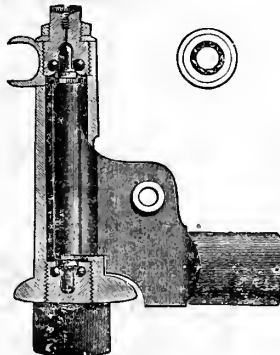
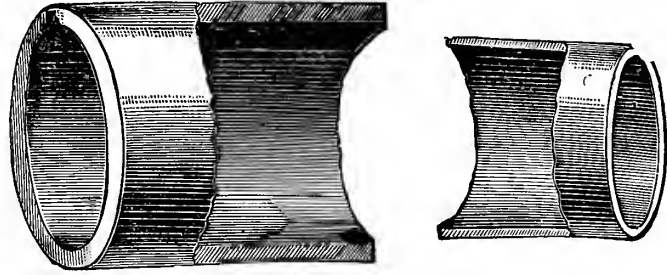

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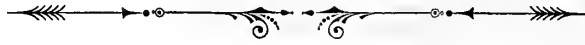
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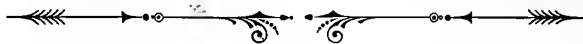
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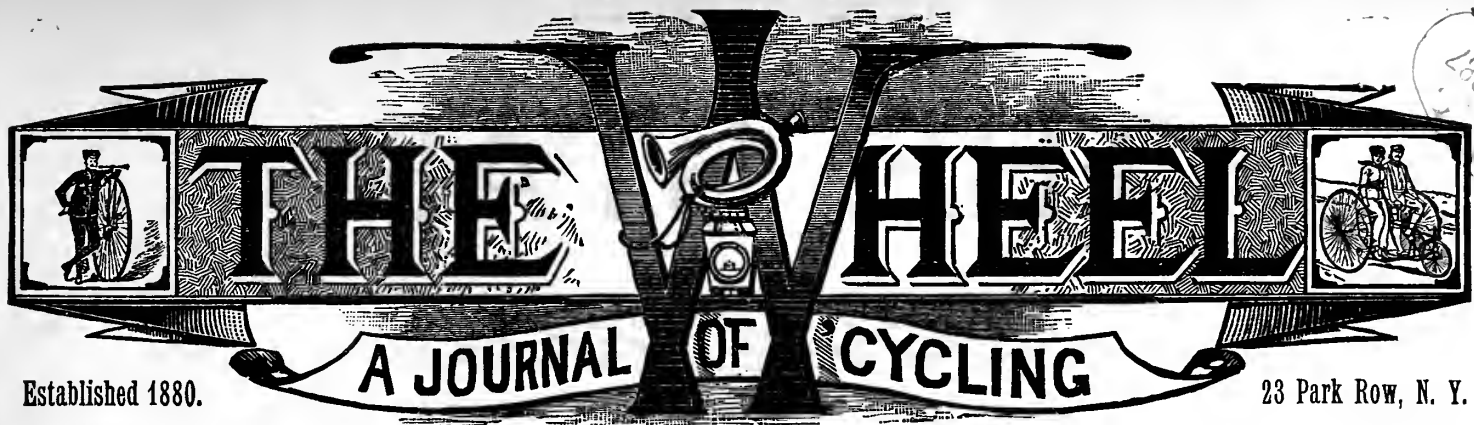
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Vol. XII.—No. 18.]

NEW YORK, JULY 29, 1887.

[WHOLE NUMBER, 304.

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6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36



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STAR first and second in 1-mile Novice.
 " " second and third in 1-mile STATE CHAMPIONSHIP
 " " " " " 2-mile " "

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STAR WON Hill-Climbing Contest.
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STAR WON 3-mile L. A. W. Championship.

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STAR WON
 FIVE FIRSTS: { 1-mile Novice.
 2-mile 6.45 Class.
 1/2-mile Boys' Race.
 1-mile STATE CHAMPIONSHIP.
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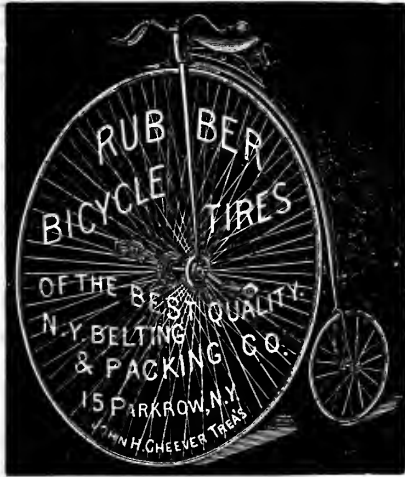
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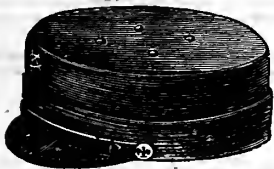
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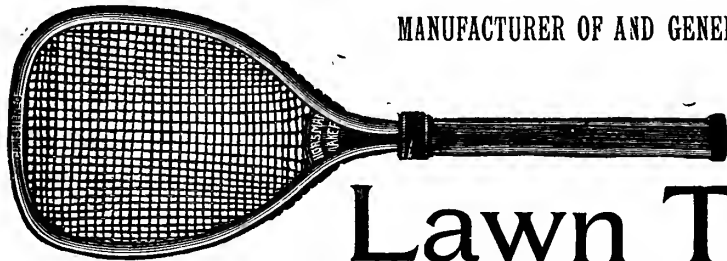
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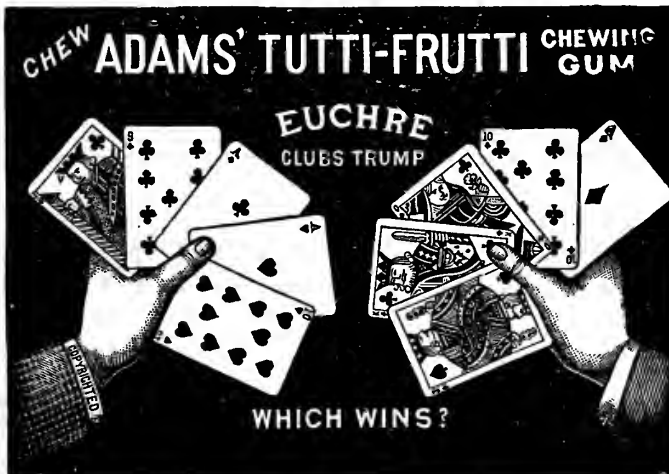
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THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

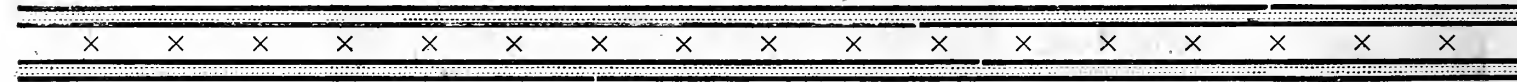
THE QUADRANT never knew a Stanley head or a sterling fork, a bell balance gear or a lip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile *on the road* in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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JONAH'S JERSEY JOTTINGS.

I have just arrived this morning from a loaf for four days up in the Catskills, and, as a matter of course, am pretty barren of wheel news. But Providence has been good to the loafer and some of my correspondents have opportunely awakened from their Summer lethargy and sent me in some notes.

Among these I gladly welcomed some jottings from my old friend "The Whale." Readers of THE WHEEL will remember that startling flight of the imagination entitled, "Elizabeth in 1986," in which he so vividly, and I may say truthfully, pictured the wonderful changes that a hundred years of cycling will do for even a bankrupt Jersey town. He is down at Ocean Beach on the Jersey coast, where daily he and his family astonish the simple natives by their feats of progression through the sand on bikes and trikes and preach the gospel of cycling to the benighted heathen. His remarks are worthy of a separate heading so we will call his chat

THE WHALE'S STORY.

The whale disporteth himself by the sad sea waves and behold he is moved to write of his experience with sundry roads south of Long Branch and of which there is but little to be learned from the Road Book.

The Long Branch roads end at Elberon. Thence south and on the direct route through Deal, Asbury Park, Ocean Grove and Key East, there are occasional stretches of ridable roads; but the heavy travel, especially in Asbury Park and Ocean Grove, makes wheeling difficult.

There is some fair riding in Asbury Park and Ocean Grove, but the noise and confusion are distasteful to me, and the roads are inferior to those south of Ocean Beach. Between Ocean Beach and Ocean Grove there is a great gulf fixed in the shape of two or more miles of sand and dust.

Beginning at Ocean Beach a system of road making has been commenced, another year or two should leave but little to be desired from any moderately minded wheelman.

One thing is more forcibly brought to my notice, and it is a matter that has not received the consideration that it should; it is the fact that all American roads suffer from the narrow tires used on heavy vehicles. Narrow tires wear a road into ruts and holes. They cut through like a knife. A wide tire will not wear a good road and will improve a poor one. No stage, hack, nor express wagon should be given a license unless the wheels have tires of a width in proportion to the weight they are intended to carry. I could write for a week on this subject,

The Ocean drive and F street, through Ocean Beach, both lead to Como, (F street is good and is the best route). At Como are some miles of fine roads, then Spring Lake and Sea Girt, and Villa Park, with some miles of roads from ridable to fine, then a variable bad to fair road to State Camp and Square Village, say a direct run of eight miles from Ocean Beach, which can be largely increased by taking in the side roads of Como and Spring Lake. From Square Village there is an apparently decent road to Point Pleasant.

This is a country for small wheels and low gears. Our Humber tandem geared to forty-eight is about right for a trike. For the ordinary bike the average rider can have a full experience in headers with but little risk, as they are all to be taken in the soft spots, and sand, and do not hurt. I have seen headers, with no damage to man or wheel, from plain to the great American headers with star-spangled variations.

There is any quantity of sea air and view, soft-shell crabs, oysters and lobsters, sea-bathing and sitting out on the sand in the moonlight with some other fellow's best girl; bits of piny woods with winding roads and shady nooks and no beer (all temperance towns).

A young man and a tandem will find plenty to do and lots of fun; that is, if there is any pleasure to be had in pushing a tandem with a feminine divinity on the front seat who has never ridden; and by the way, Jonah, do you notice that the weight of the average American girl has increased since we were boys? However, there is a surplus of young women all along this coast, and from what I can see at the bathing hour, any one of them should do her share on a tandem. I am informed that they are "just crazy" to ride; but you know that such business is not in my department, and you also know that I don't ride a tandem unless the other fellow will do more than half the work, the only exception I ever made was in your case, O, Jonah!

THE WHALE.

Thanks, O Whale! A friend in need is a friend indeed. Oft hast thou befriended me. Oft when the "old mare," my faithful beast, was in the hands of the cycling veterinary surgeon, having her aged joints treated to cold iron poultices and elbow grease, hast thou taken me on thy tandem team. Nor have I been altogether ungrateful; for many is the mile that I have towed thee up hill, when thou wert a-weary, and had thy limbs propped on the axle behind me, smiling to thyself at the thought that thou wert working the too confiding Jonah for all he was worth. Little didst thou think that conscious of thy perfidy he was keeping silent and sacrificing himself on the altar of gratitude.

Come, rejoice with me, brothers of the wheel; for those whom we thought dead, are indeed alive. Secretary Willver, of the N. J. C. & A. A., wrote me a letter this morning that made my heart glad. He tells me that a determined effort is to be made by him and his colleagues to popularize bicycle racing in this vicinity. The beginning is to be on Saturday, August 6, at three P. M., when five races will be run preliminary to the regular ball game. The admission will probably be twenty-five cents, including grand stand tickets and a view of the ball game. The events to be run will be determined on tonight (Wednesday); but there will probably be a mile novice and the rest one and two-mile handicaps. Hall, Stenken, and Rich are in training daily and will participate, and an effort is being made to get Rowe to give an exhibition mile. The prizes will be handsome and sufficiently valuable to offer every inducement to contest. If the patronage of wheelmen and the public is sufficiently generous their meetings will be continued to the end of the season on alternate Saturdays, and perhaps every Saturday. JONAH.

A JERSEY ROAD CHAMPIONSHIP.

The five-mile road racing championship of Union county was decided at Westfield on Tuesday evening. The race was for three prizes offered by the citizens of Westfield, and was run under the auspices of the Union County Wheelmen. The contest was to have taken place on Saturday, but rain necessitated a postponement to Tuesday, when it was decided to run the race rain or shine, and rain it was. A half an hour before the hour announced for starting, the drops began to fall, and an hour later, when the men were sent off, it was raining steadily, and had made the sur-

face very sticky and hard to spurt on. The course was around a triangle in the town, and a fraction less nine laps were required to complete the five miles.

There were six starters as follows: M. S. Ackerman and L. Heynign, of the Plainfield Bicycle Club; A. W. Pierson and E. R. Collins, of the Union County Wheelmen; W. H. Caldwell, of the Elizabeth Wheelmen, and H. W. Peck, of Plainfield. The first attempt at a start resulted in a tumble, but the second was successful, and the men were sent off in good shape. On the first round Peck showed up in the lead with Ackerman second. Then the latter, thinking the pace too slow, went to the front and led the second lap with Caldwell second, well back. Heynign took up the running in the third round, followed by Ackerman. On the fourth Ackerman slipped his saddle and dropped back, leaving Peck to lead, followed by Heynign. On the fifth, Peck retained the lead and Caldwell moved up to second. Heynign made the running on the sixth with Peck at his heels. Caldwell and Pierson now began to take a more active part in the race and led the seventh lap in this order. It now became clearly a race between the two and a neck and neck struggle it was. Caldwell rounded into the last lap a couple of lengths ahead, and the pair dashed away at top speed. A quarter of a mile from home Pierson put on all steam and passed Caldwell; but the Elizabeth lad refused to be beaten. A hundred yards from the tape Pierson led fifteen feet. Caldwell now made a desperate effort and crawled up inch by inch until about ten yards from the tape, when he got his tire in front and won finally by a length and a half in 18:47 1-2, Pierson 18:48; Peck, 18:53; Heynign, fourth; Ackerman, fifth. Collins hurt his foot in the initial tumble and did not finish. Caldwell and Pierson were very tired at the finish. The time was excellent considering the fact that the race was run in the rain, and the sticky condition of the course. The officers of the race were: Dr. F. A. Kinch, Jr., Referee; John C. Wetmore, E. W., Joseph Sanford, P. B. C., and J. C. Hetfield, U. C. W., Judges; and F. S. Miller, U. C. W., and A. L. C. Marsh, P. B. C., Timers. At the conclusion of the race all hands adjourned to the pretty clubs house where they found a lunch awaiting them and the prizes were presented. JONAH.

ATHENIAN WHISPERINGS.

Do you remember the story of the youth from Wayback, who, after his first experience with soda-water, said to the manipulator: "Mister, I b'lieve I'll hev another glass o' that air sweetened wind?" I am afraid "sweetened wind" is about the only term to apply to cycling news at the present time, for the hum of the wheel is faintly heard because so many wheelmen are away from hum. (Now, Mr. Compositor, don't spell out that last word, h-o-m-e, and annihilate a wretched pun as you did a week or two ago. Follow the copy even if it blows out of the window.) How 'ard it is for some people to take a joke. It sits upon them like a nightmare. Incapable of constructing such a thing themselves they cannot countenance it in others, and whether a pun is good or bad it stirs up their bile even to read it. The elegant terms "rot," "nauseating," and "positively disgusting," as used by a cycling scribe recently, in lecturing the cycling punsters, are to say the least, rather more strong than gentlemanly.

Whew, how hot it was last week! Did you hear about the cyclist, on the road between Swampscott and Marblehead Neck, who melted and ran down into a puddle of oleomargarine by the roadside? Well, I didn't, but it might have happened on that dusty, breezeless, and stifling thoroughfare. Then the rain came Friday, and until Monday nature dripped like a Washington wheelman on a scorch run in July. A wet Sunday keeps the boys in, though there was some wheeling Monday to make up for lost time. Some people, however, are not afraid of rain. That was a plucky ride of the two Miss Kirkwoods, from Gloucester to Malden in a rain storm a week or so ago. They not only ride a very heavy make of tandem, but they ride it well, and keep up with the procession too. They ran up the North Shore Sunday, spending the night on the Cape, and expecting to have an enjoyable run on the return next day. But it rained; though nothing daunted, they pushed their way back, thirty miles, in the downpour, and managed to get some fun out of it notwithstanding.

I saw a lady riding on a single the other day, under a parasol, and as she rode quite gracefully

she attracted much attention. A friend tells me of a couple of tandemers who have a Japanese umbrella affixed to their machine, with picturesque effect, to say nothing of comfort. Now, Mr. Manufacturer-of-Sundries, can't you get us up an adjustable locket that we can attach an umbrella to a tricycle, if need be. With a joint to allow the gamp to be turned at different angles to meet the slant of the rain; the thing ought to be very popular.

* *

I have lately received a letter from a Connecticut gentleman, whose wife has recently been induced to take up cycling, which is interesting. An extract is as follows:

"Mrs. ——— and myself have been trying to find some way to cache our youngsters, so as to get a chance to do some riding around Boston, but without success. We are much pleased with our tandem, and Mrs. ——— rides twenty to twenty-five miles. We made over ten miles one day last week in an hour and a half, hills and sand; rested half an hour and returned in same time. Made ten miles in another direction, in an hour and a quarter, without any special effort for record, merely running at a pleasant gait. My wife enjoys it and is very enthusiastic."

It has been a matter of surprise to me this Spring to learn that so many of my friends have bought tandems and are riding with wives or lady friends.

* *

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* *

Some charming tandemites from the Empire State have been touring in the neighborhood of Boston recently, and speak enthusiastically of the North Shore run. They made stops at Cambridge, Malden, Nahant, Salem, Magnolia, Gloucester, going around the Cape; thence to Ipswich and Newburyport, and back to Boston, by easy stages. As the roads are poor, and limited as to length, at home, the sandpapered surfaces, and long straight-aways were a pleasurable surprise to the visitors, especially to the madame.

It beats all how popular the North Shore run has become. A few days ago I met John H. Whiting of New Haven, and S. G. Colburn of Birmingham, Conn., who had run off for a three-day's enjoyment of Eastern roads. They took a midnight train from New Haven, alighting at Worcester where their road work commenced. They rode to Boston Sunday, and to the North Shore and around the Cape Monday. Then not having had enough of the fine roads of the Cape (just after the rain) and the magnificent scenery, they made the Cape run over again Tuesday morning, and then wheeled away to Essex via Manchester-by-the-Sea, so as to take in the famous four mile "Essex woods drive." To Newburyport the same day and back to Boston the next completed the run.

* *

The Cambridge Club made no run last Sunday, but will go to Marblehead Neck on the 31st, taking dinner at the Nanepashemet House.

Already the scorchers are looking forward to the next road race of the Eastern Road Club. The Dorchester men are putting in some good work, and feel confident. The Bostons are making efforts to have a strong team in the field, and other clubs are not idle. The latest addition has been the Cambridgeport Club, which already has a first-class team in practice, and a good contest may be expected. It is said that the next race will be over the Newton Bicycle Club course.

Roxbury has a live association in the Warren Club, which has recently moved into its new quarters at 13 Walnut avenue. The badge is described as something unique. I have not seen it, but it has long seemed to me that if there was opportunity for improvement in *anything* in the cycling line, it was in the club badge line.

The Division meet at Cottage City is going to be a big success, judging from the talk, and a large company will be expected. This is due largely to the fact that Cottage City is not only a very popular place, but is easy of access, and is full of delightful people—and girls. STYLUS.

A series of three races, viz.: quarter, half, and one mile, between Howell and Temple, was decided at Leicester on July 9. Quarter—Howell, 37 4-5; Temple, by a half yard. Mile—Howell, 2:51; Temple, by five yards. Temple refused to contest the half-mile on the ground that he could not manage the corners.

ACROSS THE CONTINENT.

A TUSSELE WITH WYOMING ROADS.

Our stay in the capital city of Carbon County was prolonged till ten A. M. Saturday, by a reluctance to resume again the weary sandy way to El Dorado. A walk of eight miles to Solon in two hours, gave us a grand appetite for dinner, and we forthwith bent all our efforts to satiation. Long and bitterly had we cursed the fate which led us from the line of the U. P. over the hills, but little did we know the fate in store for us, when once again the familiar telegraph poles marked our onward way. If the mountain road was bad, this soft, bottomless sand was worse, aye, a thousand times worse. Pushing on we rode or walked into Separation, and out of Carbon county, seven miles, at two P. M. and captured Fillmore, nine miles, and Creston, seven miles, in time for supper.

Two more hours of weary walking and we brought up at Latham, thirty-eight miles from Rawlins, at eight P. M., a tired, and I need not say hungry, for we are at all times hungry mortals. Could we rest over Sunday with such roads ahead? Well, I should say not. We left Latham at seven A. M., and began the tramp act with a determination to do or die. Ten miles and Wamsuther was left behind at nine o'clock. Red Desert succumbed to our energies at twelve, eleven miles farther. Dinner over, we took Tipton by storm at three, rushed on to Table Rock, thirteen miles, by five o'clock, and stopping one hour for supper, reached Bitter Creek, over better roads, at 8:30, just fifty-four miles from the start. This was going with a vengeance, but we had at last struck hard pan, in the shape of solid clay, and looked forward to some easier pulling on the morrow. Alas, for human frailty, a big shower came up in the night and took all the starch out of that clay—rendered it as pliable as wax and our spirits took a tumble of sixty degrees when we attempted to ride it next morning.

"Never mind, me boy, just wait till the sun is up an hour or two, and you can't make a dint in th' clay, so ye can't."

Thus a big son of Erin tried to cheer us up, and so onward we plod our lonely way to Black Buttes, ten miles, and Hallville, six miles farther, in time for dinner. At one we were again in the saddle and riding away to Point of Rocks, seven miles. Reader, you may think us chaffing, but here we found the first Post-office since leaving Rawlins, ninety-four miles back. Here we deposited sundry letters and postal-cards, which we had begun to entertain hopes or fears of carrying to Ogden for mailing, and push on to Salt Wells, twelve miles away, at 5:30, and stop thirty minutes for supper. The roads thus far have been hard level clay, winding around the various bends of Bitter Creek, and with ever and anon an alkali desert, smooth and hard as a rock. Rock Springs we resolve to capture for the night, and a good run of fifteen miles brings it to view at 8:30. Here we strike the first hotel since leaving Rawlins, one hundred and twenty-one miles back. Talk about desolation, if there are one hundred and twenty miles of railroad on this earth so utterly devoid of humanity, civilized humanity, as the expanse of waste between Rawlins and Rock Springs, then let some knowing cyclist point it out. We'll wager the rod was never grown destined to do this pointing act.

Fifty miles more on our journey and a bed to sleep in, on top of a big bowl of bread and milk, sets us to snoring merrily and keeps up the music till seven A. M. Tuesday morning. Out we bound, and getting a good breakfast, start off for Green River over some tolerably big hills, sixteen miles, and we rush into this western citadel at twelve o'clock. Dinner is absorbed at the Pacific Hotel, and we resume the march. Some smart aleck of a road directory sends us across the river on the railroad bridge, and on the ties, saying we could ride all the way to Bryan, thirteen miles. Well, we found about two miles out, that a bigger liar never grew than that Green River chap, whose bump of knowledge or ignorance we felt like punching more than once ere we reached Bryan, a clean walk of thirteen miles on the ties. Rich! why we didn't find two miles of ridable surface on the entire trip, and such bumping as we had was bad enough to wear the tire, nickel, and everything else off anything but our Expert bicycle. That is tried and true every time, and takes the hard knocks like an old stager. From four o'clock to six we make nine miles, and take supper at Marston. Here a good fair road is met with, and we run the next eight miles to Granger in two hours. Forty-seven miles farther, and one hundred and forty-five from Og-

den. A good chance to spend Sunday at the latter place, if not Saturday. Wednesday dawns bright and clear, and at seven A. M. we are ready for the trail. Notwithstanding the fact that we had registered a solemn vow to knock down and shoot the next man telling us to leave the railroad for a mountain trail, our experience of three days along the Wyoming U. P. had somewhat altered the intensity of our adulation for that highway, and now as chance and good authority offered us a better and shorter path, we were not long in deciding to take it.

From Granger to Piedmont there is an overland emigrant trail passing through Fort Bridges, and just ten miles shorter than the rail distance. This we resolved to venture, to test once more the credulity of a Wyoming man, and if he played us false this time, let him beware for the future. So pointing southwest we set out for Fort Bridges, and, with the exception of about seven miles up grade, find a fairly good road, which carries us into the quarters of the Regular-Army-oh! thirty miles away, at one P. M. Securing mess at headquarters, we shake hands with probably a hundred brave servants of that town, and set out for Piedmont, twelve miles west. This is made at 3:30 and we repair to a big hotel for some more stimulation. It is fourteen miles to Hilliard, the next hotel town, they tell us, and we resolve to take it easy. An hour's rest suffices to ease our bones and springing in the saddle we are en route to Hilliard in fine spirits. How fine and how long they last faint can we recollect, but scarcely five miles away and along comes a genuine Wyoming blizzard, rain storm and avalanche of hail all at once. This combination of elements nearly dislodges your buoyant bicyclist, but we do the dismount on edges and set out in hot haste for a railroad shed, about a mile away. A mile it seems in view, but ere we are half-way the mile gradually stretches out to two or three, and by the time we are ready to enter the haven of safety, we are as wet as a drowned cat, our wheel looks like a mud heap, and we are ready to give up the ghost without a kick. That storm makes music for over an hour and leaves the road as sticky as a porous plaster. We must reach Hilliard or die, and so set out on the railroad ties for a seven-mile tramp to dry clothes and supper. Occasionally we struck some patches of clay, which clings to the tire like bloodsuckers to a dead mule, and clogging up in the head, we are compelled to do the wheelbarrow act and run that at a snail's pace. Saints preserve us from another such experience. When at eight P. M. we pull into Hilliard, wet, tired, and hungry, and find nothing but a fourth rate boarding house, for succor, you could knock us down with a feather. Our Expert weighs just ninety-four pounds, with its bountiful accumulation of mud, and we are about the size of our normal weight when leaving Herkimer. A change of garments, supper, and rest revives our drooping spirits somewhat, and after giving our Expert a good shower bath and rubbing down, are ready to laugh at the little bit of diversion thrown in our way. We find, after all, that we have struck tolerably good quarters, and retire to sleep the sleep of the just and righteous, in a bed, whose softness is to that of many of our fine hotel couches, as a sponge is to a cobblestone. At nine o'clock Thursday morning a terrifically hot sun had sufficiently dried up the roads to admit of fair riding and we pushed out of Hilliard on a fourteen-mile run to Evanston, reaching there at twelve M. Dinner over, we beguile away two hours with Robinson's circus, which is raising pandemonium in this place to-day. All the country people for miles around must be generated here, for the place is virtually packed with ruralites and bucolites from the hillside, who push, jostle and tread on one another's toes in the mad rush to the pavilion. The way they gawp and laugh and chatter reminds us of a lot of wild apes let loose on a rampage. The whole place is alive with bustle and activity, and it only takes circus and menageries to thoroughly stir up the Western towns. At two P. M. we start out for Ogden, seventy-five miles away, but how we arrive will be disclosed later on. Wyoming takes the ribbon thus far on bad roads, while York State holds the palm on good ones.

EVANSTON, July 14.

G. W. NELLIS, JR.

Now is the time, in particular,
When the festive young rider bicycular,
Strikes the stone rockular,
In a way jockular,
And, losing his pose perpendicular,
Alights on his northeast articular.

—Puck.

JERSEY-FITTING

SELF-SUPPORTING

BICYCLE STOCKINGS.

The attention of the wheelmen and the trade is kindly called to our new Self-Supporting Stocking. This cut gives a correct description of this stocking and its design, and needs no argument to show that they are the best thing that has been made for holding the stocking in position. They are Ribbed, Jersey-Fitting, and very elastic, regular made, double heel and toes. The form and proportions of the foot, heel, toe, ankle, calf and leg are perfect, as represented in the cut, and there is no better-made or better-fitting stocking in the market. The part above the stocking for holding it in position is made of cotton or wool, thin or heavy, as may be desired, and comes up and fastens around the waist, same as tights, and holds the stockings where they belong.



Price, \$2.25; without double heel and toes, \$2.00; or stockings without supporters, \$1.50. Send us your order for either of these, with color, size of foot, and length from bottom of foot to waist, and post-office order for amount, and we will send same by mail or express to any part of the country. We will guarantee perfect satisfaction, for we know they are the best thing of the kind ever invented.

A. G. SPALDING & BROS.,
241 Broadway, - - - New York City.

WHEEL GOSSIP.

The Ohio Division held its annual meet July 26, 27 and 28.

We are prepared to forgive the *Bi. World* that little Bassettism, but don't do it again.

A German publishing house has purchased the privilege of translating Stevens' book into the German.

The citizens of New Rochelle will shortly vote on a proposition to raise \$5,000 to macadamize her streets.

M. A. Munson, alias "Stamson" and "The Solitary Club," sailed for Europe on July 5. He will tour on the continent for several weeks.

The idea of building a cinder path from Westfield to Philadelphia is again revived. Experts pronounce it impossible and impracticable.

The Overman Wheel Company are fitting up a tricycle, especially for the use of a Brighton District Postman. Score once again for utility.

Some notes on the roads of Long Branch, Asbury Park and the neighborhood may be found in "Jonah's" notes. May "The Whale" come again.

The July number of the *American Wheelman* was newsy and superbly printed; quite beyond any previous number of the paper. The cycling press is looking up.

Chas. P. Daniels, who so successfully trained the Victor team last Fall, has been retained by the Gormully & Jeffery Manufacturing Co. to look after some of its flyers.

LONDON, July 21, 1887.—W. J. Morgan, the New York bicyclist, has broken the world's record for a quarter of a mile, having made the distance in 33 1/2 seconds.—*Cable.*

Sidney Lee, manager of the largest second-hand wheel headquarters in London, will pay a three-month's visit to this country next Spring. It is possible he may settle here.

The cycling trade in London is massed on High Holborn street. Here all the great houses have London agencies. At dinner the men gather at a certain restaurant and discuss trade.

George W. Nellis, Jr., is touring across the continent alone. Mr. C. T. Gray, who was reported

as accompanying him, rode with Mr. Nellis across Illinois and then left him, being unable to continue further.

At a party recently given by a Lady Roseberry, the gentlemen appeared, by request, in frock coats, white vests and knee-breeches. Lady Roseberry is attempting to introduce the knee-breeches for full-dress wear.

The Orange Wanderers have decided to hold a race-meet on the Roseville track, probably on or within a week of August 27. Dr. Sanger is Chairman of the Committee. The club has just elected five new members, making sixty all told.

At some sports held at Cape May, on Saturday last, L. J. Kolb, South End Wheelmen, of Philadelphia, won the 600-yard bicycle race; time, 55s.; C. S. Stevens, Millville B. C., 2d. L. A. Howell, Millville B. C., won the mile bicycle race; time, 3:37 1/2.

An Englishman tells us that London presents a remarkable sight these Summer nights. Late at night the wheelmen come swarming into the city from their evening spins. The safeties predominate, and they glide over the smooth pavement like magic.

Eight members of the Capital Bicycle Club will start from Baltimore on August 5. They will take the steamer to Boston and will go on to Martha's Vineyard (Cottage City) where they will be quartered in the cottage of H. S. Owen. The party will be met at Boston by Charles Richards Dodge.

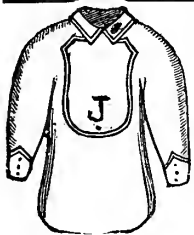
It is rumored that the Kings County Wheelmen are on the lookout for a plot of ground on the outskirts of Brooklyn, on which to build a first-class cycling track. It would seem that the only successful way of running a track is to build it on some grounds already constructed. This would save considerable, and besides, a week's work would get it into good condition. The Brooklyn Jockey Club track, Jerome Park and the Polo Grounds are the only available sites we know of, where a track could be built.

A party of the East Cambridge Club have projected a novel outing for August. They have engaged a mountain wagon and will start from Haverhill, Mass., on August 1, driving up the Merri-

mac Valley, through Franconia Notch to Mount Washington, which they hope to reach on Sunday, August 7. The return will be made via Crawford Notch and North Conway. The following members have already signed for the tour. Fred. E. Lunt, H. A. Lienhard, J. Baker, W. D. Wheeler, Charles Singleton and E. W. Callahan.

Thomas Stevens has an interesting column on "Dudes" in the *New York World* of July 24. Thomas describes the dudes of the Orient, describing the affectations of the species of different countries. There is the Hungarian dude, who is anxious to be considered a "sphort," and who has his Sunday vest decorated with a bicycle, a dog or a horse. There is the Magyar dude, who wears a billy-cock hat adorned with peacock plumage, a variegated silk neck-handkerchief, white pantaloons with embroidered buttons, coming just below the knees, and so full as to resemble skirts. This remarkable outfit is completed with a pair of shiny top-boots. Mr. Stevens goes on to describe the Roumanian dude, the Grecian dude, and the dudes of Constantinople and Russia.

There have been rumors to the effect that the manager of a New York bicycle firm, and a certain editor of a cycling weekly, were to run a cycling tournament at Roseville on August 27. The rumor was founded on the fact that the editor of this paper proposed giving a first-class tournament at Roseville on August 27. None of the clubs seemed likely to give a tournament, a number of wheelmen were in training, the trade advised that a tournament be held, and altogether, ye editor felt that a first-class race meet could be run without any loss, even if money could not be made. All arrangements were knocked in the head by the terms demanded for the use of the track, thirty per cent. of the entire gross receipts of the tournament. As it would have cost some \$800 to have run the tournament, and as the receipts in all probability would equal this amount, the Association was virtually demanding \$240 for the use of the grounds. An offer was afterwards made to lease the grounds for \$100, but when this was received it was too late to go ahead. We regret that the racing men and our many friends should be disappointed, but the terms proposed by the Association made an absolute loss a surety.



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THE KANSAS MEET.

The Kansas Division, L. A. W., held its annual meet at Paola, on July 19 and 20.

On the evening of the 18th the trains brought in a large number of wheelmen. Professor C. H. Ley gave a fine exhibition of fancy trick riding this evening in front of the park. Nearly the whole town was present and witnessed the exhibitions. The Paola band furnished excellent music during the performance. Afterward a promenade concert took place in the park.

FIRST DAY, JULY 18.

The early trains brought a large crowd of wheelmen from all over the State. The morning was devoted to the business meeting held at the Opera House. The meeting was called to order at 9:30 by Vice-C., C. S. Davis of Junction City. The roll call showed thirty-one wheelmen present, either in person or by proxy. The Committee on Credentials, Messrs. Candy, Pulsifer and Phillips, examined the proxies, reported them all favorably, and were discharged. Secretary read minutes of previous meeting held at Junction City September 22-23, 1886. Chairman read letter from C. C. explaining his absence. The Secretary-Treasurer then read his report, showing a cash balance on hand of \$21.43, and assets, per amount due from Secretary-Editor Bassett, amounting to \$39.69. The membership had increased from seventy in September to one hundred and twenty-nine to date.

It was moved and seconded that the state be re-districted, which was carried, and the chair appointed the following wheelmen on the committee: Messrs. W. G. Phillips, Paola; W. J. Bates, Topeka; W. C. Schott, Leavenworth; C. N. Brown, Ottawa, and H. H. Everest, Wichita.

The Chairman of the Racing Committee, C. A. Davis, made a report, stating that the National Racing Board had located national ten-mile state championship with the Central Cycling Club, to be contested September 22, 1887.

Charles C. Candy was unanimously re-elected Secretary-Treasurer.

The following wheelmen were elected members of the Racing Committee: O. C. Bradley, Ottawa, Chairman; W. H. Taylor, Topeka; W. C. Schott, Leavenworth; C. S. Davis, Junction City; J. H. Everest, Lyons.

C. S. Davis was unanimously re-elected Vice Consul.

The balloting for Representative resulted as follows: A. J. Henley, Wichita, 11; C. S. Davis, Junction City, 20. Mr. Davis' election was made unanimous.

On motion of Mr. Candy, article 2, section 2, offered the following amendment to the constitution and by-laws, and was carried:

"Strike out balance of section after word 'and' in third line, substitute therefor 'shall be allowed to vote proxies to the number of ten.'"

On motion, Topeka was declared the place of holding the meet. Adjourned.

THE RACES.

The result of the races, which were very enjoyable, was as follows:

One-half-mile, Novices—E. R. Jewett, Leavenworth, 1:32; D. B. Hall, Kansas City, 2d; H. H. Everest, Wichita, a poor third.

One-half-mile, Open—F. S. Ray, Kansas City, 1:29; Harry Gordon, St. Louis, 2d, by a length; D. B. Hall, Kansas City, 3d. A good race between Ray and Gordon.

One hundred yards, Slow Race—Harry Gordon, 1st; H. G. Stuart, Kansas City, 2d; F. S. Ray, 3d. All fell but Gordon.

One-half-mile, State Championship—E. R. Jewett, 1:40½; H. Hale, Junction City, by three lengths; H. H. Everest, 3d.

Three-mile, Open—Harry Gordon, 14:41; F. S. Ray, 2d, by a length; C. B. Ellis, Kansas City, a poor third.

The races concluded with a fancy riding exhibition by Harry Gordon, which was well received.

In the evening all the wheelmen were provided with conveyances and made a trip to Paola's natural gas wells. The ride was enlivened with cycling club songs, by the wheelmen. On reaching Boone's gas wells a fine display was made. The intense light had the effect of making the faces of the wheelmen assume a ghastly effect. After giving a rousing, "What's the matter with Paola's natural gas wells?" "It's all right!" by the wheelmen, the return to the city was made in good order.

SECOND DAY, JULY 20.

The event of the first half of the day, a run to Osawatimie was on the programme. The roads

were in excellent shape. The insane asylum was reached, and, through the courtesy of the warden, the cyclists were shown through the male wards. The asylum is a model of neatness. Afterwards "Kid" Gordon gave a fancy trick riding exhibition for the amusement of the poor unfortunates. One lunatic in the yard was particularly pleased, and endeavored to throw his hat over Gordon's head, at the same time becoming frenzied with excitement. He was taken in charge by the guards and the excitement quickly subsided. The run was continued on to Osawatimie, where the wheelmen were greeted by the music of two excellent bands—white and colored. After another exhibition by Harry Gordon, of St. Louis, the wheelmen sat down to an elaborate dinner, tendered the visitors by the citizens of this historic little village. The menu was a fine one and the wheelmen astonished the waiter by their voracious appetites. A short run to John Brown's monument in the suburbs of this little village, and the mayor of the city delivered an address, giving in detail the history and struggle of the patriot to make Kansas a free state. At the conclusion of the address, "John Brown's Body Lies Mouldering in the Grave" was sung by all the wheelmen. The return to Paola eight miles, was made in forty minutes, which is exceedingly good time for a large body of wheelmen.

THE RACES.

Below is a summary of the races run off in the afternoon:

One-mile Championship of Kansas City.—F. S. Ray, 3:07; Fred Ranney, by five lengths; H. G. Stuart, 3d; J. A. De Tar, o.

One-half-mile, Hands Off.—H. Gordon, 1:33; De Tar, 2d; C. S. Davis, Junction City, distanced.

One-mile State Championship.—E. N. Jewett, Leavenworth, 3:07; H. S. Hall, Junction City, by two lengths; H. N. Everest, Wichita, close up.

One-half-mile Safety.—H. Gordon, 1:36 1-2; J. C. Higdon, Kansas City, close up; E. C. Rhodes, Kansas City, distanced.

One-half-mile Boys.—C. Wheeler, 1:55; J. Cummings, 2d; F. Wheeler, o.

One-mile Open.—F. S. Ray, 3:08; R. B. Hall, 2d. Gordon gave an exhibition of trick riding, and Gordon and De Tar wound up with a fine exhibition of double fancy riding.

In the evening a banquet was given the wheelmen by the young ladies of the city, at which the prizes were presented.

A NOVEL IDEA AND A GOOD ONE.

It is axiomatic that the more wheelmen there are the better the chances for the full and complete enjoyment of cycling.

By complete enjoyment, we mean, ridable roads throughout the entire country, attention paid to the comforts of wheelmen, efforts to properly feed and lodge them on the road, and to cater to their wants.

This being the case, every new recruit should be regarded as a little step forward towards that ideal time when the full utility and pleasures of the wheel will be developed. For the time will certainly come; but what interests us most is that it shall come in our day, while we are yet full of the thing called life; not when we are grandfathers or choristers.

For this reason every effort to spread a correct knowledge of wheeling as it is, not as most people think it is, should be encouraged in the strongest degree.

In the past by far the larger part of this missionary work devolved on the manufacturers, and many thousands of dollars were spent in educational pamphlets. At present neither the manufacturers or others interested in the sale of wheels, nor the wheel public make any noticeable effort to "spread the Gospel."

All this for the purpose of rousing both the suppliers and the supplied to a proper sense of their duty, and of showing the latter, at least, how they can discharge that duty.

At their last meeting, the Brooklyn Bicycle Club made a decidedly original departure, by resolving to publish an educational pamphlet, and appointing a committee to get up the same. They will be given to the members of the Club, who will doubtless use them to the best advantage.

An enthusiastic member of the committee explained to us in what manner much good would be accomplished by these pamphlets. A member meets a friend on the ferry, the train, or in the "busy marts of trade." The friend is not well; don't feel strong at all, you know. Has a sick headache, a weakish stomach, is perhaps nervous, irritable, sleepless. You tell him to try the pana-

cea for every ill, the bicycle. He is incredulous, he sneers; he thinks he never could learn. You have but a moment to spare, so you hand him your pamphlet, and tell him to read it.

He learns that it does not take years and expert athleticism to learn to ride; that dyspepsia may be put to flight; that nerve and physical equisope may be secured by the development of a rational appetite for food and sleep. He discovers that he can save money by riding a wheel; can dip further into the beauties of nature and enjoy the tonic of outdoor life oftener than is possible to the non-wheelist. And then the occasional good time he can have with the "boys," at the dinner, the smoker, and in the club room. Possibly he becomes a convert; possibly not, and if so, the club has lost a steenth part of a cent, which represents the cost of one pamphlet.

We wish the Brooklyn Club success. Other clubs should do the same. The cost of producing the tract will be greatly lessened if you can induce your club outfitter, caterer, or even the local cycle dealer to print his card on the last page.

MONTREAL NOTES.

In common with the rest of the country, this city has felt the effects of the severe continuous heat of the past month. It is, however, quite cool in the early mornings and after sundown, when it is a pleasure to take a quiet run on the wheel.

Last Sunday, the Ilderan Bicycle Club (of Brooklyn, N. Y.) tourists reached the city and were welcomed by members of the Montreal Bicycle Club. Monday morning we took a number of them out for a run through the Mountain Park, which is our choicest bit of wheeling hereabouts.

A Star machine ridden by one of the visitors excited the curiosity of a number of local riders who had never before seen the "grasshopper."

The Ilderan boys speak enthusiastically of the splendid time they have had from the start. From here they take the G. T. R. to Plattsburgh, and from there will wheel to Ausable Chasm. The party breaks up at that point, I believe.

Are many of our readers troubled with a frequent wearing out of the crotch of their breeches from chafing on the saddle? An idea lately struck me that as horsemen have strips of leather sewed in the crotch of their pantaloons to prevent wear and tear, there is no good reason why wheelmen should not adopt the same sensible scheme; so I have had a "sole-leather bottom" put in my breeches, or to be explicit, an egg-shaped piece of thin calfskin sewed over the part where the greatest strain and wear comes. If properly put on it will hardly show even on light colored suits, and really it is of little consequence if it does. I find it works splendidly and can highly recommend the scheme.

Every wheelman is bound occasionally to be troubled by squeaks or rattling noises about his machine that are very annoying and difficult to locate. Perhaps my experience in that line may benefit some of your readers. A common cause of creaking is a lack of oil in the base-bearing of the head; to remedy, unscrew the lock nuts, lift the cone and pour a little oil in the bearing. This bearing is made to fit so snugly that on the average machine the oil fails to reach it unless applied as above. Another but less common cause of creaking is a looseness of the nuts that binds the forks to the bearing-box. Sometimes a squeak is caused by a lack of oil in the bearing parts of saddle-spring or saddle. At one time there was a rattle about my wheel which took a long time to locate. The leg guard would strike the backbone at every rut or lump in the road. I repeatedly dismounted and examined the wheel throughout; would roll it about by hand but no signs of a noise, but the moment I mounted the noise recommenced. When at last I discovered the fault, one slight blow of a hammer on the guard close to the forks cured it effectually.

Two wheelmen were one day passing through a quiet street, Indian file. The rear man was a strongly built athlete with a well developed pair of calves. In a vacant lot they chanced to pass were two boys playing with backs to the road; suddenly one of them saw the wheelmen and in an excited manner yelled to his companion: "Oh, say, Jim, look at that man's hind legs," (meaning the hind man's legs).

I have begun a crusade in the newspapers

against the Montreal Road Department for its abominable method of making and repairing so called macadam pavement. Their plan is to cover the roadway with coarse broken stone and level it over with loam. The latter, of course, washes out and leaves the worst kind of a stony uneven road-bed.

Saturday afternoon, the 23d, the Montreal Bicycle Club held a handicap eight-mile road-race. This event was the first of a series of three races for some handsome prizes. The winner will be the rider who wins a plurality of points in the three events. As seven prizes have been offered good races are guaranteed. There were ten starters in the above event, E. P. Baird being on scratch, the back start men having three minutes and the limit men seven minutes. Baird had caught them all at seven miles and rode behind Eddie Barlow and "Koko" Palmer, intending to spurt to the front at the finish, when, on suddenly rounding a curve, the officers at the finish were seen but thirty yards away, and though the scratch man struggled to get to the front it was too late, and Barlow won by a yard in thirty-three and a half minutes actual time. Baird second by a yard in twenty-seven minutes; Palmer third by a wheel. When the race started none of the competitors knew the exact finishing point, and the officers at the finish neglected to have a man stationed at a reasonable distance to warn the competitors.

Tuesday, July 11, the M. B. C. had another hill climbing contest up Cote-des-Neiges. A. T. Lane, on a geared safety, was the only man to reach the top. MILO.

ALBANY JOTTINGS.

A RUN TO PITTSFIELD, MASS.

As a result of the passage of the "Liberty Bill," new interest has been awakened in this city and many new riders are noted daily, among them a large number of elderly gentlemen and some ladies.

Nightly the park is thronged with wheels, among the new arrivals being two "Rudge Bicyclettes," two "S. S. S." tricycles, a "tandem," countless "Pony Stars," over twenty of the latter having been sold here this season.

On the Sunday preceding the Fourth six of the Wheelmen, under Captain Bradley and Lieutenant Irving, including the writer, left here for Pittsfield, Mass., over the Berkshire Hills, having a very enjoyable ride of thirty-five miles, arriving in the afternoon, where they were taken in hand by the Berkshire Co. Wheelmen, who made it decidedly interesting for them on the Fourth, wheeling to Pontoosac Lake with a sail on the steam catamaran, viewing the parades and base-ball game and winding up with fireworks in the evening. It was a great day for Pittsfield, and the visitors enjoyed it hugely.

Two of the party trained it home that night for business, the other four staying and riding to Great Barrington, twenty-two miles, over the hills to Hudson, twenty-eight miles, and from there home by train.

At the request of the Pittsfield boys, Captain Bradley, of the Wheelmen, called a run for last Sunday, to which three members responded, taking train to P. on Saturday afternoon, where they were met by President Kennedy, of the Berkshire Co. W., who showed them around and leaving them at their hotel, bade them be ready to start at eight A. M. the following morning. At the appointed time six of the Berkshire boys rode up to the hotel and a start made for Great Barrington, the morning ride. The road to Lenox was rough and hilly, but the view from the rear of the cemetery of the town and valley amply repaid for the hard climb, Lenox being a prominent Summer resort where Mr. Pulitzer, of the New York *World*, and many wealthy New Yorkers have their elegant residences.

From there to Great Barrington the roads are magnificent, nearly all down grade through the Housatonic Valley, the scenery being grand beyond description and must be seen to be appreciated. Arriving in time for dinner, after a long rest and inspection of Mrs. Hopkins \$2,000,000 mansion, the three Albany boys said good-by to the P. delegation who were to return and set out for Hudson. After riding four or five miles of good road, nearly all level, the mountains were ascended when a grand view of the surrounding country was had and the descent begun, and it was a descent for about twenty miles with very few

hills and the finest roads it has ever been my pleasure to wheel over, which is saying a great deal as I have ridden on the sand papered Boston and St. Louis, and many other good roads.

Just outside of Claverack we met Messrs. Earens and Barringer of the Hudson Club, who piloted us safely to the Worth House, where we partook of a hearty supper and had the great pleasure of meeting the tourists from the L. I. W. of Brooklyn, Dr. Buddington and Messrs. Warburton and McEwen, with whom we spent a sociable evening, taking late train for A., after a ride of just fifty miles for the day, through a beautiful country and over nearly perfect roads.

The Bicycle Club spent the 4th in large numbers at Valatie Kinderhook, painting the town red, white and blue, and making fun for the natives. This club is fast running to a sociable one again after their late unpleasantness with their convivial members, and bid fair to have a reputation of the same nature of events.

The Wheelmen are rapidly increasing their membership, electing three at their last meeting and appointing a committee to get up a race meet in the Fall. Harry L. Burdick of this club has been in active training for some time, and has challenged Kavanaugh the noted Cohoes flyer, and the race is soon to come off.

League members are anxiously waiting for the Committee on Division Meeting to make a report, as they are fast making preparations for taking their vacations. Come, Mr. Owl, wake up and hoot. TOILER.

THE ILDERAN TOURISTS.

The party left Kingston on the five A. M. boat. Now the Thousand Islands hove in sight. The scenery was magnificent. At Clayton, our Captain, W. J. Savage, left us amid the farewell cheers of the party. Round Island was reached at seven A. M. The wheelmen formed squads and each followed out his own ideas about having fun. Some went fishing, others rowed, others took a four-hour sail on the "Island Wanderer" through the Islands.

In the afternoon a series of athletic contests were run off. There were eight hundred spectators, collected from the hotel, cottages, and those of the neighboring Islands who had heard of them before hand. The following were the events: Half-mile bicycle race, E. Hornbostel, Jr., 1:45; half-mile bicycle race and run, Candler, 2:30; wheelbarrow race, Hayes; one-hundred feet bicycle slow, N. Rogers; three-legged race, Mettler and Overton.

There is a half-mile dirt track on the east side of the hotel; it is a poor substitute for a racing track; on this the games were run off. In the evening a hop was given to the wheelmen.

At seven A. M. the next morning, Saturday, July 16, the wheelmen left the place; N. Rogers leaving the party. Two others remained behind who had resolved to spend another day at Round Island. The party intended to steam to Prescott, and wheel from there to Morrisburg, twenty-two miles.

Messrs. W. Miller and E. Hornbostel, Jr., left the boat at Brockville, thirteen miles west of Prescott, and accomplished the distance in an hour and a quarter, rejoining the party at Prescott, shortly after the arrival of the steamer. The road between the two last named points was as good as any we ever had.

The road from Prescott was poor, and the weather was very warm, so that when Cardinal, eight miles, was reached, it was resolved to stay there for dinner and take in the local ball game. The game was good; very good, the players disputing with the umpire every time.

Train was taken to Morrisburg, where we remained over night. Here the Long Sault Rapids commence. We chartered a steamer, the "Alert," to take us to Cornwall, as it was Sunday, and the tourists thought that rest was proper caper. At Cornwall the line steamer was taken; the steamer took us down the Cedar Rapids, and the famous Lachine Rapids, the most formidable and awe-inspiring of all. It is useless to attempt to describe scenery, but the Rapids were truly grand. Should the pilot lose his head while going through; several hundred lives would be lost. The boat dashes between rocks scarcely five yards from its sides. The fall is something like ten feet.

At Montreal the tourists were met by several members of the Montreal Club, who escorted them to the Windsor. Montreal streets are mostly all macadamized, though a few are asphalt. The party went to bed early, as everyone was tired after their day's journey.

The Windsor Hotel is the grandest of all hotels

in the U. S. Living here is a joy. A slight whistle or motion of the head makes three or four men hustle, everything is done for the guests.

Monday, July 18, was spent in doing Montreal. In company with several members of the M. B. C. they were shown the club-house and the Mount Royal Park. This Park is on the top of a large hill, overhanging the city. It consists of five hundred acres of natural wood land. An elevator takes one to the top, and then the wheelman can coast all the way down, winding along the hill. We visited the Athletic Club House, passed historic ruins, in short, took in everything.

The tour had now come to an end. Farewells were given at the Windsor at four P. M., when the tourists left for their several destinations. Some stopped at Plattsburg and took in Ausable Chasm, others steamed down the lake and then wheeled home.

The tour was a grand success; the party was just the size to be easily accommodated; there was no scorching; no disagreeable temperaments were in our party; there were no delays; everything ran off smoothly. Much credit is due to Mr. R. L. Calkins for his able management.

But one thing I would advise the tourist to do: Bring along your own tools and oil. The writer did not bring them along, and was a sufferer.

The mileage was near three hundred miles.

PLATTSBURG, July 19. INDEPENDENT.

TWO BOSTON CYCLISTS RIDE TO WASHINGTON.

Messrs. A. D. Peck and J. M. Burr covered three hundred and thirteen miles on their recent trip. They wheeled from Boston to Washington, and returned by steamer.

The start was made from Mr. Peck's house on June 30, at 6:15 o'clock. The first stop was made at Canary Cottage, Milton, where the tourists remained over night, the guests of the Massachusetts Club. A start was made at four A. M. the next day, amid the cheers of the cottagers. The route was through Mill Village, Dedham, Norwood and Walpole. At Walpole, where they stopped for breakfast, the tourists were joined by W. H. Bunting, who was to accompany them to New York.

At North Attleboro, a stop was made at the house of Mr. O. W. Clifford, where the guests enjoyed a hose bath. From this place the train was taken to New London. The day was spent at the college boat races, and next morning steamer was taken for Greenport, L. I. The tourists report the roads on Long Island very bad. After riding from Greenport to Mattituck, they concluded they had had about enough of them, and so took train to within four miles of Patchogue. These four miles they were compelled to walk, and these proved a tiresome tramp.

At Patchogue, they met a number of New York and Brooklyn club members, who had ridden over to spend the "Fourth;" dinner was taken at Amityville in company with a party from the Brooklyn Club, and the night was spent at Jamaica. Bunting left the party at Flushing.

On Monday we rode through East New York to Prospect Park, Brooklyn, and then to New York and the Astor House, where we arrived looking more like dead-broke tramps than anything else. Our appearance created a big sensation, and no doubt everybody was duly impressed with the beauty of our costumes, which consisted of dusty tights and a huge helmet, with a pongaree hanging down behind.

We visited the Eden Musee in the afternoon, where one of the party got up a desperate flirtation with a beautiful lady in a hammock. She turned out to be only wax, however, and the damage done was soda water for the crowd. All the bicycle club houses were visited, and the next day we were entertained at dinner by W. H. De Graaf of the Harlem Wheelmen. The other sights of the town were also seen, including the New York Athletic Club.

On Wednesday we went to the Oranges, and the next day, under the escort of several members of the Orange Ramblers, rode to Plainfield for dinner, and then continued to Summerville, where we had to wait until eight o'clock the next morning for our baggage, which had been sent ahead by express.

We had dinner that day at Hopewell, where our machines created unbounded wonderment. The natives gathered about us in swarms, and deluged us with questions. We satisfied them with such veracious statements as that the cost of a nickel-plated bicycle was \$1,200 and that the average rider could cover more miles in a day upon one of them than could the average Jersey steam car.

At dinner we were waited on by a gentleman in

a flannel suit, with sleeves rolled up, and long cowhide boots, in the tops of which were pushed his trousers legs.

That evening at Trenton we were most hospitably entertained by members of the local wheel club. Captain Crozer and Secretary Whitehead took us for a drive all around the city. The next day we went to Philadelphia by train. We saw about all there was to be seen about the Quaker City, and took a ride through the park. In order to obey the laws, we carried with us a huge cow bell.

Monday afternoon we took the train for Washington, where we were received by a number of wheelmen, who took us to the Capital and Cycle club rooms. Some of them promised to escort us the next morning to Cabin John's bridge, but they failed to show up, and we started off on our own hook, visiting the various places of interest about the city.

That evening several riders took me to the Soldiers' Home for a lively "scorch." I should judge their intention was to try and break me up from the great exertions they seemed to be making. Beers remained at the hotel, not feeling very well.

We visited the Luray caverns the next day, and on the following took the train for Baltimore. We undoubtedly received the best treatment here of anywhere on the tour. Every wheelman we met seemed to be impressed with the idea that he could not possibly do enough for us, but, nevertheless, was going to make a most heroic effort in that line. We had scarcely arrived in the city, when a cyclist rushed up to us and asked if we were League members. On being informed that we were, he insisted upon us visiting his club, the Ramblers. We also went to the Maryland clubhouse, where we received royal hospitality. I drank eleven ginger ales in a single hour. Had they been anything else the result would have been disastrous.

We are indebted for kind favors to all the wheelmen we met, but we feel under especial obligations to Samuel T. Clark, President Harry Brown, Captain Harry Canfield, and Lieutenant Le Cato, Chief Consul Bartlett and Mr. Norris. They took us Thursday morning in a carriage to Halstead's, the cyclists' favorite run, where they gave us a splendid breakfast.

We took the steamer for Boston the next day, and had a delightful sail home.—CAPT. PECK, in *Boston Globe*.



HON. JACOB A. CANTOR.

ENGLISH RECORD-BREAKING.

ONE-MILE TRICYCLE, 2:41 3-5—ONE-MILE TANDEM, 2:38 4-5.

On Friday, July 8, two attempts at record breaking were made at Long Eaton, England. Penn. Coleman timed, and about a thousand people witnessed the butts with the scythe-bearer.

The first attempt was made on the one-mile amateur tricycle record, which George Gatehouse, of Cambridge University, succeeded in covering by 5 1-5 s. Appended is a summary:

	PRESENT RECORD.	PREVIOUS RECORD.
	M. S.	M. S.
1/4 mile.....	*41 3/8	43
1/2 mile.....	I 22 3/8	*I 22 3/8
3/4 mile.....	*2 02	2 04 1/2
I mile.....	*2 41 3/8	2 46 1/2

* Denotes record.

Dr. E. B. Turner and E. Kinderlen then had a go at the one-mile tandem record, which was also routed. Summary:

	PRESENT RECORD.	PREVIOUS RECORD.
	M. S.	M. S.
1/4 mile.....	41 3/8	*41
1/2 mile.....	*I 19 3/8	I 21
3/4 mile.....	*I 53 3/8	2 04
I mile.....	*2 38 1/2	2 47 1/2

* Denotes record.

At the London B. C. sports, F. J. Osmond won the mile in 2:43. E. M. Mayes won the half mile in 1:19 1-5.

Illston breaks the half-mile record.—At Coventry, on July 8, W. A. Illston rode third in the half mile handicap, riding the full distance in 1:14, beating record by 2 1-5 seconds. E. M. Mayes, 25 yards, won the race in 1:13; J. H. Adams, 10 yards, second, by two lengths. In the mile handicap Adams rode fifteen yards behind 2:34 4-5. Illston rode a heat in the half in 1:14 3-5; Adams also won a heat in 1:16.

"Bob" English rode twenty and a half miles in the hour, at North Shields on July 11.

HON. JACOB A. CANTOR.

When the wheelmen's bill of rights was introduced into the legislature of New York, an alarm was sounded in the municipal halls of Gotham, and certain officials of high degree used the public press in this city in making an outcry against what they termed an interference of "Hayseed" legislators with the affairs of the metropolis. An emissary was at once sent to Albany to give voice to their protest, and it was then found, to the amazement of the city authorities, that so far from being a rural measure, the bicycle bill had been introduced by a member who represented the very heart of the city of New York,—who was in many ways their political confidant and co-operator,—whose district included one-half of Central Park itself, and whose championship of the bill was bound to insure for it a respectful consideration at every stage of its progress through the law making departments of the State.

And so it came to pass that the liberty bill was known at Albany as the "Cantor bill." Upon all sides were found legislators with inherent prejudices against the use of the bicycle, and in many cases where argument failed to induce conviction, the men were won to a neutral position simply by their knowledge of the fact that the special champion of the bill was the genial, able and popular Jacob A. Cantor.

It will probably never be known to wheelmen, how much pressure Mr. Cantor had to withstand from the circle of his own political friends; but it may be safely said that no means were left untried by the officers of the New York City Government to induce him to abandon his support of the bicycle bill. Against all this pressure, his clear understanding of the facts and his ample knowledge of the law made him more than able to prevail. "This bill," said Mr. Cantor in argument, "simply defines the vested rights of the citizen. There is nothing against it except the bias of popular sentiment," and upon that rock he stood. Let this be ever remembered to his credit. Few men in public life have the courage to do right at all hazards; few are the possessors of that fortitude which can-

not be shaken by laughs and sneers; but in an eminent degree these qualities of courage and fortitude should, in the estimation of every wheelman, be ascribed to the subject of this sketch.

Mr. Cantor is a young man, being now in his thirty-third year. He was educated in the public schools of New York City; spent several years in the law offices of Hon. Wm. Ware Peck (now Judge of the U. S. Court in Montana), and with the law firm of Webster and Craig, of New York; has had a valuable experience in connection with the *World* newspaper, under the direction of Manton Marble; graduated with honor from the University Law School in 1875, and has since carried on a successful and active practice of his profession in this city. Mr. Cantor is a prominent member of the New York Press Club and a public speaker of exceptional merit and valuable experience. He has been elected to the Assembly for three successive terms, his last election being declared by a plurality which nearly quadrupled that which he received in either of the previous years. Mr. Cantor's success in securing the passage of bills, which are directly beneficial to the citizens of New York, has given him a wonderful popularity among the people of this city, which was exemplified by a large public meeting held in his honor on the 24th of last month. It is generally conceded that Mr. Cantor will receive the Senatorial nomination in the Tenth District next Fall.

Let every wheelman remember that human rights are at the foundation of all good politics, and that the man whose conception of this principle gave to us the "liberty bill" is well deserving of our substantial endorsement and support. P.

THE HISTORY OF THE LIBERTY BILL.

During the early days of cycling in New York city, Mr. Lane, a member of the Board of Park Commissioners of Central Park, offered at a Board meeting a resolution that was unanimously carried, and became one of the ordinances regulating traffic on the driveways of Central Park. By this resolution the Park Commissioners excluded bi-

cycles and tricycles from the use of the drives, under their jurisdiction, although they had been declared by the Courts of England, by common law of the United States, and the Secretary of the Treasury, to be pleasure carriages, while it is a fact that these same drives were specialty created for the use of pleasure carriages by the Legislature. The wheelmen of New York State at that time were few and far between, but nevertheless an effort was made to test the constitutionality of this ordinance. In this the wheelmen were unsuccessful, and the case was lost after it had cost many thousands of dollars. The details of this case are so well known that it is superfluous to mention them here.

At the time of the League meet in New York, in 1883, the Park Commissioners voted to allow the parade on the West Drive, and from this time certain concessions were made, through the influence of the League meet, and though a prominent wheelman, a member of the Citizens Club, who had influence with the Board. The concession then made allowed wheelmen riding bicycles the use of Riverside Drive. After some months had elapsed, an effort was made to secure the West Drive at all hours for both bicycles and tricycles but a compromise was made allowing the use of the West Drive from twelve midnight to nine A.M., between 59th and 110th streets, and at all hours between 59th and 72d streets.

Although at intervals a committee from the Citizens Club have called upon the Park Commissioners for the purpose of securing increased privileges, and a petition signed by hundreds of wheelmen and citizens was presented to the Commissioners asking for the West Drive at all hours, yet all appeals have been ignored, and the privileges granted to wheelmen in the Park remained as above stated.

When the present management of the New York State Division took charge of this branch of the League of American Wheelmen, a thorough investigation was made as to why this state of affairs existed, believing that it was unconstitutional for any Board of Commissioners of any park to exclude bicycles and tricycles, when the drives were open at all times to the free use of other pleasure carriages.

We found through investigation that the Park Commissioners of Central Park was a Board created by the Legislature of the State of New York, and the power that they enjoyed was delegated by that body. It was then apparent that permanent relief could only come through the Legislature. The matter was then immediately taken up by the Chief Consul of the Division, and the Chairman of the Rights and Privileges Committee, and a more thorough dissection of the laws of the State of New York in relation to the use of vehicles on the highways and park driveways was made. During this investigation we found to our surprise that an ordinance existed in almost every city and township in this State, forbidding the use of velocipedes. These ordinances were passed some ten or fifteen years ago, but were still in force. We found then that the opening of the drives of Central Park to the use of wheelmen was a secondary consideration, and that our main object must be to secure the passage of a law which would wipe out the ordinances referring to the use of velocipedes, and establish the bicycle and tricycle as vehicles on the highways and park driveways of New York State by statute law. With this end in view the Chairman of the Rights and Privileges Committee drew up a bill, general in character, affording the relief desired.

On April 12, 1887, the measure was introduced in the Assembly by the Hon. Jacob A. Cantor, Assemblyman from New York city, was read twice, and by the unanimous consent ordered to a third reading, printed and referred to the Committee on Judiciary.

In the course of a week the committee reported favorably, and the bill passed the Assembly unanimously. One Assemblyman, Mr. Shea, of New York, at the instance of the New York Park Commissioners, moved an amendment excepting Central Park; the amendment was not accepted, and the bill was passed in its original form. Immediately after passing the Assembly it was introduced in the Senate, placed in charge of Senator Edmund L. Pitts, President *pro tem.* of that body, and referred to the Judiciary Committee. Here the bill was met by renewed opposition on the part of the New York Park Commissioners, who demanded a hearing. The committee agreed to give the Park Commissioners a hearing, with the understanding that if the committee did not consider their objections valid, they would report favorably on the bill at once, and if they did consider the ob-

jections valid, they would notify the promoters of the act and give a public hearing. The Park Commissioners filed their objections, but the committee did not consider them valid, and therefore they reported favorably at once. The measure passed the Senate twenty-five to two. Senators Daly and Dunham, of New York, voting in the negative.

Speeches in favor of the bill were made by Senators Pitts, Comstock, Fassett, Coggeshall, McMillan, Raines and Parker.

The bill now only needed the Governor's signature, and we thought this would be easily obtained, and our work about over, but we were mistaken. Here developed all the strength of the opposition. The New York Park Commissioners now thoroughly alarmed and enraged at what they termed was a special attack on their management of the Park, brought all possible influence to bear on the Governor. Letters objecting to the passage of the bill, from the heads of the different city departments, the Mayor and other prominent citizens were sent him. An objection was filed, and a public hearing demanded. This of course the Governor was bound to grant, and delayed matters for several weeks, allowing the opposition to develop its strength. At the same time we were not idle and continued our warfare by bringing influence of the wheelmen to bear on the Governor from all sections of the state. During this hand to hand fight with the Park Commissioners we were enabled to see how weak they were, and how unable to cope with our organization. The bill was general in character, affording relief to citizens in all sections of the state, but the Park Commissioners endeavored to defeat by opposition from New York city only. At the hearing before the Governor, about seventy-five wheelmen were in attendance. Park Commissioner Crimmins, Hon. John E. Devlin, a distinguished counsel in corporation cases, and Attorney Frank Scott, of the Corporation Counsel's Office, represented the opposition. Attorney Frank Scott opened for the opposition with an address in which he undertook to hold the wheelmen up to ridicule, saying that the gold braided uniforms and variegated colors might amuse the nurse maids, but would be dangerous to others who used the Park. This was the principle point of his argument, and we could see it fell very flat in the presence of the seventy-five wheelmen.

Mr. Crimmins, while nervous and excited, presented their side much better, and to our surprise conceded all the points which we had prepared to argue. First, he conceded that bicycle did not frighten horses, second, that the drives were wide enough to accommodate the additional traffic, and third, that we had the legal right to the use of the drives, but his point was, that the "Liberty Bill," if it became a law would amend their power to such an extent that they could not properly regulate traffic on the park drives, and must necessarily admit other forms of vehicles, among which was the four-in-hand, which for good reasons was then excluded. This point was a strong one and the best that they could have presented. Messrs. Potter, Pratt, and Luscomb, argued in favor of the bill, and certainly presented our side of the case in a masterly manner.

After the hearing the Governor was interviewed by Messrs. Potter and Pratt, and at their request, allowed us three days to put in a brief, covering the court decision, and answering the argument made by Mr. Crimmins. This brief was prepared with great care by Messrs. Potter and Pratt, and gave the Governor a strong backing in law, and answered all the arguments made by Mr. Crimmins. This no doubt went a great ways in shaping the final decision of the Governor.

When the Liberty Bill was first introduced in the Assembly, many prominent wheelmen of New York city and state said that it would be impossible for our state organization to secure its passage, as we had no influence at Albany, and no means of obtaining the same. But the officers of the Division thought different; we knew that we had in this state a strong and perfect organization. We had in every Assembly and Senatorial district influential members, who would aid us to the utmost limit.

And here I might state, had it not been for our members, our consuls, and our representatives, and the valuable aid that they gave us, and the influence which we were enabled to bring through them on the Assemblymen and Senators, the Liberty Bill would not have been a law. This, I think, shows the advantage of organization, and determines what the League of American Wheelmen can do, if its power and influence is properly used. Our plan to secure the passage of this bill can be outlined in a few words. We determined

to bring the full strength of our organization to bear on our Assemblymen, Senators and the Governor, and deluged them with letters, telegrams and personal interviews, until they would secure the passage of the bill, out of sheer desperation. We presented a petition over three hundred feet in length; and containing over 20,000 names; this petition was secured through our members. We had the bill mentioned favorably in the editorial columns of every paper in New York State, except the New York Evening Post, which we did not attempt to influence, generously leaving it to the opposition for their organ.

The press of the state, when once started, kept the ball rolling without further urging from us. I would state that the influence of the press in all sections of the state was secured through the representatives and consuls. As an illustration of what we can accomplish, through having a representative in every township, I would say that immediately on the introduction of the bill in the Assembly, letters requesting consuls and representatives to have their local papers mention the bill favorably, editorials were sent, and inside of forty-eight hours, every prominent newspaper in New York State contained such an editorial. This work is only equaled by the Associated Press. We had prominent men in all sections of the state write to their Senators and Assemblymen, and the Governor, asking them to approve the bill. We also secured letters from prominent men from all large cities in the United States.

From the time that the bill was introduced in the Assembly until signed by the Governor, we kept up our warfare, never letting a day pass without doing something for our measure. By this immense activity we developed our strength, and our friends at Albany were not slow in seeing that this activity for or against a candidate meant something on election day.

The writer is mindful of the fact that many able and energetic wheelmen throughout the state have done so much to insure the success of the "Liberty Bill," that a history of the measure would hardly seem complete without a special acknowledgment of their labor. It is only to be regretted however that their number is so great as to make a mention of their names impracticable at this time, but it may be regarded as an assurance that they are recorded as heroes in the great League battle of 1887, and that each and all will receive due credit if ever occasion shall make a special acknowledgment to their avail or advantage.

GEORGE R. BIDWELL.

COOPERSTOWN, N. Y.. NOTES.

Mr. E. A. Hinds and two other gentlemen of Richfield Springs, N. Y., made us a pleasant call last Sunday. They ride forty-five-inch Pony Stars.

Several of the Club members took a run to Threemile Point, Otsego Lake, last Friday, and participated in the light fantastic.

Mr. Fred Jones of West Exeter, who rides a fifty-six-inch Expert, was in town this week.

We had occasion to call on Mr. Geo. Hall, of Cherry Valley, N. Y., last Tuesday, and found that worthy instructing a two hundred and fifty pounder to master the wheel. Mr. H reports his riding school a success.

Next Sunday the Club goes up the west shore of Otsego Lake to the Springs and takes dinner there. Returning home down the east shore of Canadarauga Lake.

Those who have examined the new line of wheels at the agency say that they are the finest lot they have ever seen.

We may well say that Cooperstown, N. Y., is the best place for wheelmen to rusticate in the State, lying as it does in the beautiful valley of the Susquehanna, at the foot of Otsego Lake, no more lovely spot exists that is so well suited for the State Division L. A. W. Meet. Fine walks, excellent hotel accommodations, the best of boating, hunting, fishing, etc., all go to prove the above.

Some of the members of the "Pathfinder" Bicycle Club of this village, have been making quite extended runs lately. Mr. E. Sliter, Captain, and Mr. E. Ayres, Treasurer, went from here a few days since through Springfield Centre, Fort Plain, Amsterdam, Schenectady, Albany and thence home. Mr. W. S. Russell, Secretary of the Club, left Cooperstown at 8:30 A. M., Tuesday, going through East Springfield, Cherry Valley, Sharon Springs, Seward, Hindsville, Cobleskill, Richmondville, Worcester, Schenevus, Junction, arriving home Wednesday evening. From different points while on the road, he viewed lower ranges of the Adirondacks and the upper ranges of the Catskills.

R.

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WHEELING AMONGST THE WEST-CHESTER HILLS.

PART SECOND. THE RETURN JOURNEY.

The next morning I rose early, but took it easy and started at about seven o'clock from Lake Mahopac; my friends reside at some little distance east of the Lake, so I retraced my way of the evening before, and in a few minutes stood upon its shores. It looked somewhat different now; it lies in the midst of a beautiful park-like country, the shores being unbrokenly wooded; but by far its most beautiful feature are the small islets a short distance away, one of them in particular, being covered with an unbroken mass of verdure, rising up and crowning a small hill in its centre; it reminded me of a photograph I had seen of "Ellen's Isle" in the Scottish Trosachs, made famous by Scott in his "Lady of the Lake."

The lake is further beautified by numerous points jutting out into it. There is a good road along its edge for about a third of its circumference, so that the changing panorama of its shores can be seen from the saddle, thus imparting a new charm to the scenery.

It is said that in the "good old days" of Bill Tweed, he had a road made around the entire lake, but the remainder of it is now overgrown with weeds.

I skirted the southern shores, where the big hotels are situated, and soon had to tear myself away from its beauties, as time was precious. The road soon led in a southwesterly direction, almost directly toward Peekskill—its surface was very good, at times excellent, being hard clay and gravel packed, on the side paths at least.

The country for the first few miles is mostly farming land, and the road winds through it, selecting the level places, so that there are only a very few steep grades, none unridable; I made fast time along here, in the cool of early morning, and at four to five miles out came across a large pond, about a half mile long, called Jefferson Pond, which I afterwards found upon the map; the roads from here are generally well shaded. By dint of numerous inquiries I picked the right one out from many others, I being bound for Lake Mohegan.

Passing through a number of small settlements, the country gradually rises, is more sparsely settled, and three or four miles further, when near the lake, I caught a glimpse for a moment along a road in the direction of Peekskill, and saw a group of dark, lowering mountains at no great distance, which almost tempted me to visit them—but, being so near Lake Mohegan now, I turned south, and on inquiry took a little narrow road, which I had at first passed by, thinking it could not lead to any such place, but in a few minutes I stood upon the road at the point where it crosses the northern end of the lake; It is a pretty sheet of water with darkly wooded shores, backed on the east by large hills, and looking, but for a hotel on the bank where I stood, like the primeval wilderness.

The road, after crossing the northern end, skirts a high hill and gradually climbs it at a ridable grade. The view from the saddle over the tree tops, and continually rising, was something not to be forgotten. At a half mile another hotel, perched upon a commanding point of the hill, at quite a height and overlooking the lake, was reached. A short distance further the road suddenly ended in the woods. Here was a quandary, as the la

crossroad in that direction was some miles back, and retracing your way for even a short distance is one of the most disagreeable experiences I know of. I had picked the road out upon my map, which is one of Cotton's, of Westchester County, on a pretty large scale, containing every road in the county, and being generally pretty accurate, but here it was at fault. I inquired of a farmer concerning the nearest road I could find across country, and he assured me that there was one a short distance over the hill, so across the fields I started; after pushing my wheel about a quarter of a mile I suddenly found myself in the midst of a dense swamp, bad enough alone, but simply impassable with a wheel. After a hard struggle I managed to reach dry land and took another direction, encountering several high stone walls, over which I managed to lift the wheel, and every wheelman, who has tried the experiment, will need no further explanations to understand the work it was. After a mile of this sort of path I emerged into a farmer's back yard, found a pretty little lady, who handed me a glass of water, and, what was almost as good, saw the road I was seeking.

This road rose in a slight incline for a short distance, and then became level and good, running along the side of a huge hill at a commanding height for the distance of a mile or so. I know of nothing so exhilarating as riding along a road of this sort; the trees far below in the depths of the valley appeared almost under my feet, as the hillside was very steep, and directly opposite across the gulf, and rising to a height nearly equal to my own, other hills bounded the view. This scenery, continually changing, lasted for a mile or so, and then the road descended and was lined by trees cutting off all sight. One or two short descents here looked too much for me, but they and one other further down were the only ones I declined in the whole trip.

The country here is very sparsely settled and the numerous farms disappear. The neat-looking farm-houses are a long distance apart, and I very seldom met travelers. I saw, however, one or two ox teams, one of which, very quiet till I had almost reached them, suddenly and in unison sprang right off the road into a ditch at a single jump. The farmer in the cart looked rather big, so I did not stop for details.

At the bottom of the hill the road winds in various ways, in a general south-eastern direction, and soon climbs a stiff hill, the summit of this hill appeared to recede as fast as I advanced, as each successive ascent surmounted disclosed a similar one in advance, but all things have an end, and after an apparently interminable tramp the real summit was reached; here the road ran along a ridge for some miles, no very good views appearing, as across a rather bare-looking valley a distant ridge blocked all further sight. These few miles over, I descended into a very picturesque hollow, deep and dark, huge old trees lining and completely shading the road, which wound amongst them in very short turns; there is a pleasant expectation as to what the next turn will disclose, when not able to see more than a rod or two ahead. In a few minutes more I stood on the shore of Lake Mohansic, across which, and a mile or two further, is Yorktown, which I passed through the day before. This lake is not particularly pretty, as the trees that once lined its margin have been mostly cut down, yet all water possesses a certain charm in a landscape.

Up another hill commanding a more extensive

view of the lake, and the summit passed, riding commences, and the country immediately becomes very picturesque, and groups of low, dark green mountains appear in the distance in front and side; the road re-commences its windings and shortly I came to the crossing of two roads, one north and south and the other east and west; this point is a mile or two west and a little south of Croton Dam, at the lower end of Croton Lake—here I encountered the finest view of the whole trip. Looking across a narrow valley toward the south, one could see mountain after mountain, crowded closely together, their dark sides covered from bottom to top with verdure, and through the gaps between appeared further mountains, a dark blue in color, and through a few remaining gaps in the further range were seen the dim, pale blue summits of still another range in the far distance, barely perceptible against the blue background of sky.

I enjoyed this view from a rustic seat which some thoughtful person had built under a tree by the roadside, apparently for the purpose. After staying here as long as possible, as it was now eleven o'clock, I mounted and rode eastward over an attractive road and past a small country school-house, whose occupants, in session on this National holiday, rushed to the door and windows to gaze after me. I fancy that I am the first wheelman to penetrate this hilly portion of the country.

I rode on down a deep hollow, where the white sand of the roadbed contrasted with the rich, dark green foliage overhead; this hollow is ridable and deliciously cool, and the only two farmhouses met were surrounded by huge beds of flowers of all colors. In the distance of a mile this ends, and the ascent of Turkey mountain begins; this is apparently the largest mountain in this region, and the road ascends its huge flank near the Southern end. The ascent was excessively steep and tiresome, and the top reached, although commanding a view of a large extent of country, all the distant mountains were cut off from sight, only a wooded basin, six or eight miles across, and bounded on all sides by mountains, being visible.

Croton Dam is at the foot of this mountain; the descending road was very precipitous, but I attempted to ride it, and had great difficulty in dismounting in time to save my neck. After a long descent I reached the foot of the mountain and soon stood on the brink of Croton Lake, at the big dam—this is about three miles west of where I crossed the lake the previous day at Pines Bridge; the water was very low, the bridge across the river a little below, now crossing a perfectly dry riverbed. There is a hotel here, where I got an indifferent meal at a cost of half a dollar.

Directly opposite, on the face of a hill that had been blasted away until it rose sheer up to a height of two or three hundred feet, they exploded a large blast at noon. An immense volume of broken rock poured in a wavy cascade down the face of the hill, being deflected by rocky projections here and there, and resembling perfectly a cascade of water, excepting that its roar was much louder. It lasted for perhaps half a minute.

After a short rest, I started across the before-mentioned bridge, and up a flank of the hill which, although not over a quarter of a mile long, was very steep; the top reached, the sparkling waters of the lake stretching away towards the northeast, was visible through the tree tops; the road meandered about in various directions for some distance, but finally struck off in a southerly

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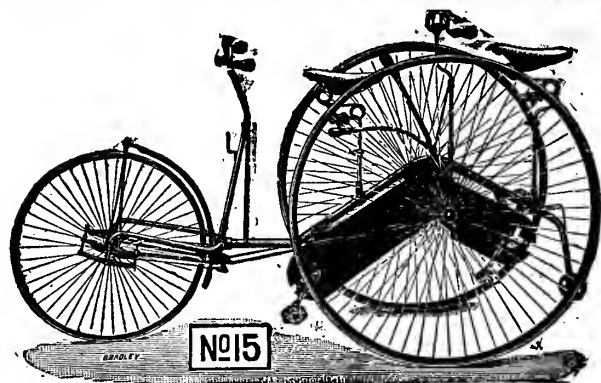
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direction through the woods, along the brow of the mountain. Its surface was slightly undulating, and it traversed a pleasant though rather lonely country, the farmhouses being situated far apart; now and then woods line the way, and then open lands or orchards, thus creating a pleasing diversity in the scenery.

After a few miles of this I took a branch road southeast running towards Merritt's Corners, a station on the Northern Railroad, several miles below Croton Lake; immediately upon leaving the north and south highway the country rapidly descends, the road winding through deep glens, past rocky hillsides and occasional darkly-shaded places. I began to take it easier through here, as the day's tremendous climbing, together with the trip the day before, began to tell upon me, and I concluded to keep close to the Northern Railroad and take train when tired, as the trains here are frequent; the fare is also cheaper than on the Harlem Railroad.

Notwithstanding the day's climbing, I would not have changed the route for anything, as the scenery certainly rewarded me for all trouble—it was also a demonstration of the practicability of the bicycle over rough, mountainous country, as I had no falls, save two slight ones the day before, which were the direct results of carelessness.

After a mile or more on this road I reached Merritt's Corners at 2:30 o'clock. A very amiable gentleman keeps a good hotel here. After a half hour's rest at the hotel, I started for Whitson's station three or four miles below, and in a line with Sing Sing; the road was fair riding, being composed of long, slight inclines and short, steep little dips and rises every little way, some of which taxed my riding abilities to the utmost, but they are short and can be easily walked by one so inclined. The country is very picturesque, rocks cropping out of the hillsides everywhere, dense thickets in the low hollows, and open lands dotted with trees on the higher parts. Shortly after four o'clock I reach Whitson's, and concluded to take the train here—the fare was sixty cents, wheel free.

Whitson's is about two miles directly East of Sing Sing, and three miles West of Chappaqua, on the Harlem Road; had it been a little earlier, I should have ridden down through Sleepy Hollow, and so to the fine Broadway at Tarrytown and home.

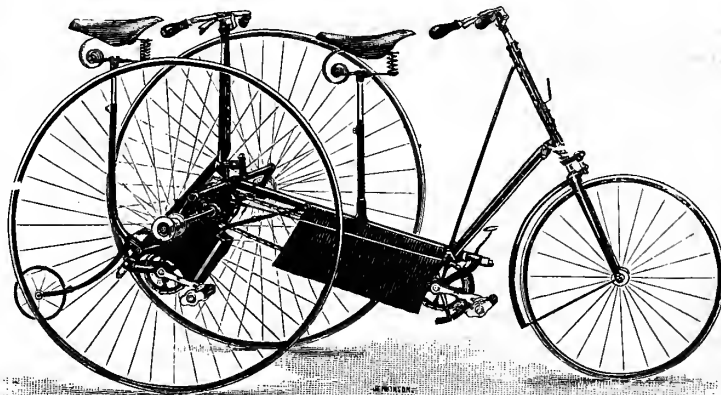
The train was crowded with pleasure seekers from the lakes and country resorts scattered along the line up to Lake Mahopac. The road runs through a beautiful country, and at North Tarrytown it makes a complete horse shoe curve, doubling on itself for nearly a mile. The country from here down is familiar to me, as I have wheeled along the Saw Mill River, which lies in sight of the railroad nearly the whole distance to Yonkers, where it empties into the Hudson. I hope to present an account of this trip before long, as it has good roads, sometimes fine, and very pretty scenery.

I arrived at High Bridge at seven o'clock, and took the macadamized Sedgwick Avenue to Central Bridge, thence East to Mott Avenue, another macadam road running along the top of a ridge in a gentle incline to Thirteenth street, and so home, after a most enjoyable outing. F. H. RICH.

THE N. Y. STATE DIVISION MEET.

The Committee having in charge the annual Fall meeting of the New York State Division, will meet in a few days and arrange the details. It is proposed to have a two or three days' outing at Cooperstown, near Lake Otsego, N. Y. At that season of the year, the country in the vicinity of Coopers-

THE HUMBER CRIPPER TANDEM.



IMPORTED BY L. H. JOHNSON, ORANGE, N. J.

Of all the varieties of this popular type of tandem now on the market, the machine illustrated above is unquestionably one of the finest that it has ever been our pleasure to inspect. Designed and manufactured by Humber & Co., at their famous Beeston shops. The Humber Crippler Tandem is light, simple, strong and elegant, adapted perfectly to ladies' use, as well as riders of the sterner sex.

To describe the machine briefly: It has 36-inch drivers, 22-inch steering-wheel, seven-eighths rubber, Humber's new four-bearing axle, automatic steering, rubber-shod tilt-wheel, and balls throughout except to pedals. The new self-lubricating chains are fitted, doing away with the nuisance and dirt of ordinary chains. These are efficiently covered by patent-leather dress guards, light and noiseless. A powerful double band-brake operated by either or both riders, "T" handles to rear bar, and Brooks' saddles complete this beautiful machine, which is finished in lined enamel and nickel with Humber & Co.'s well-known care.

The tandem is readily converted into a Single Humber Crippler by removing the rear part, when its weight will be found to very slightly exceed that of the regular Crippler. As a Tandem it scales just 100 lbs. Owing to the unprecedented demand for this new machine in England, Mr. Johnson has succeeded in getting barely enough to fill his orders, but he has now a few in stock, and will be glad to show them or furnish catalogues to those interested.

town is made very attractive by the hop vines, for this is a famous hop district.

A correspondent sends us a few items, which may be of interest to those who intend to go to the meet. The names of the hotels are: Cooper House, Fennimore, Central Hotel, Carr's Ballard House, Templeton Lodge and Schooley House. The most fashionable are the Cooper House, Fennimore and Templeton Lodge.

The country is rather hilly, but with beautiful broad valleys, dotted with small lakes. The scenery is charming, the roads fine. Otsego Lake is nine miles long and a mile wide. Its shores are gravelly, the water pure, and the bathing and fishing are first class. The scenery along the lake shores is very fine and the sailing good. Altogether, the New York Division could select no better place than Cooperstown.

Kansas has an amateur flyer of some note in the person of F. S. Ray.

The New Haven Club held a reception at its new club house last week.

The Kansas Division shows a healthy League growth for the past eight months.

William T. Bull and Charles V. Stewart, started from Newport, R. I., July 18, on a seven-week's tour in Europe.

Lynn, Roseville and Worcester will have Fall tournaments. Springfield and Hartford have yet to be heard from.

H. W. Gaskell is reported to have left the employ of the Pope Manufacturing Company. He will go back to England.

The St. Louis Cycle Club has decided to waive its initiation fee till August 11. It is making great efforts to swell its membership roll.

The Omaha Wheel Club now has a membership of forty-three, with three tandems, three Rover safeties, and one Star. The remainder are crank wheels.

It is now estimated that there are 500,000 cyclists in England. Last year the number was 300,000. A couple of hundred thousand is nothing to the ordinary paragraphist.

The *Cable* credits Morgan with a record of thirty-two and a half seconds for the quarter mile. It seems incredible, and we shall await further advice before believing that the "Senator" has taken wings unto himself.

RACES AT WORCESTER.—Arrangements have been made for holding a race meeting at Worcester on August 13, under the auspices of the Worcester Bicycle Club. The programme will include a match race between Midgley and Rolston, representatives of the two local clubs, for a gold medal. This ought to prove an exciting contest, for the men are old rivals, and as they have not met this year as yet, the friends of both are anxious to see their favorites perform. A team race, open to clubs of Worcester county, will be a feature. Each team will consist of four men, and the two Worcester clubs and the Clinton Club have promised to enter teams. A couple of club races will also take place the same afternoon. The entry sheets will be ready in a few days, and the clubs of the county are all invited to send representatives.

EAST HARTFORD NOTES.

The relay race, to have been run last Saturday evening, was postponed till this week Saturday, on account of rain. On the same evening, the third of the series of club handicap races will be run. There are to be six of these races, and the winners score points as in a lap race. The winner of each race receives seven points, second five, third three, and the fourth one. The rider winning the most points will receive a Buffalo home trainer, and as there are also two prizes in each race, remarkably interesting races are the result.

East Hartford is one of the liveliest towns in the United States as regards bicycling, there being nearly one hundred riders out of a population of about thirty-five hundred. There is a great deal of interest taken in racing, and many have learned to ride, for the sole purpose of racing.

The local club at present number thirty-five, but expect to attain a membership of seventy before the close of the season. Arrangements are being made with the owner of a block, now being erected, to prepare a room specially for the wheel club.

The club expect to give, early in September, one of the best two days' race meeting ever held. The programme has not yet been made up, but expect to have a State championship, and a number of class and handicap races, and will offer prizes valuable enough to secure the attendance of all the "cracks."
H. E. B.

WHEELS GOSSIP:

W. A. Illston has lowered the half-mile bicycle record to 1:14.

The London *Daily Telegraph* prints a flattering notice of Stevens' book.

An English lecture bureau is making overtures to Thomas Stevens for a series of thirty lectures.

Mr. E. I. Horsman offers some bargains in second-hand wheels. See Sale and Exchange column.

If you have not noticed the first page, which is not likely, you have failed to read some interesting letters.

If you want the best of the kind, get the "Z & S" Hose Supporter of Howard A. Smith & Co., Newark, N. J.

The one-mile tandem record has been knocked down to 2:38 4-5. The single trike has been driven the mile in 2:41 3-5.

"Star" riders should have Carter's Foot Rest and coast at ease, Howard A. Smith & Co., Newark, N. J., sell them.

L. H. Johnson has a collection of photos of the New Jersey meet, held at Roseville on July 4. Views of the different events are sold for fifty cents each.

The German Mile Record—At Nurnberg, on July 3, Paul Medinger, the French champion, won a one-mile professional scratch race. The time, 2:36 2-5, replaces the previous German record of 2:43.

The Kansas City Wheelmen have put in their club rooms a fine Brunswick-Balke billiard table. This acquisition will be the means of having good attendance at club meetings. Mr. Wilfley deserves all the honor for providing the billiard table for the entertainment of the club members.

Do you want a racing bicycle? Messrs. A. G. Spalding & Bros. are willing to exchange racing for road wheels. The racers cost \$140, but will be exchanged on a basis of \$95 and the difference in the value of the road wheel will be paid in cash. This is a good opportunity to get a first-class racing wheel.

Mr. E. C. Bridgman, 84 Warren street, New York, has just issued a fine 3-2-3 x 4 1/2 foot map of New York City and its environs. The scale is one-quarter mile to the inch. The roads are set down accurately, and bicycle riders will find it invaluable for reference. This map shows, with great particularity, the approaches to and the territory for nearly 4,000 square miles around New York City, the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, &c., in a style unequalled for distinctness, legibility and correctness. City, Township and other boundaries are delicately but distinctly defined by colors. The index is complete and renders it an easy matter to find any desire locality.



Ordnance Office,

War Department.

Washington, D. C. May 27, 1887.

1753 K

Jens F. Pedersen,
1 1/2 Maiden Lane.

New York City

Sir,

Your proposal, dated 23rd inst. opened this day, under advertisement of 21st inst., to furnish sixty solid 14 Carat gold medals, weighing about sixteen pennyweights each, the inscription, style, &c. to be in strict accordance with the drawings furnished by this office, for — each is accepted, and you will please push their manufacture with all despatch.

In the sample sent by you the bulls eye was too long and the ellipses were not very well drawn. Please follow closely the drawing herewith sent you.

They must be ready for delivery about the 20th of June, as they must be paid for before 30th June.

Respectfully
Your obedient servant,
S. V. Pelet
Brig. Gen., Chief of Ordnance

The H. B. Smith machine present some interesting facts about the Star on another page. From year to year, the once despised "coffee-mill" has been improved, until the 1887 wheel will compare favorably with the first-class wheels of the day. Public prejudice has been dissipated by the repeated victory of the wheel, which have proven it a good one at all times, and unbeatable over the hills.

Mr. Jens F. Pedersen informs us that he has learned that the designs in his catalogue have been used by other badge and medal makers. These makers have at times slightly underbid him, but they have been saved the expense of getting up a design, and the stock they furnish is much lighter and of much poorer quality. Race meet committees who flatter themselves that they can

save a few dollars in this way, would do well to look into this matter more carefully before placing their order, for no honorable firm will use another firm's designs.

Mr. Jens F. Pedersen makes a unique display this week, presenting nothing less than the facsimile of a letter from the United States Government ordering certain medals. This is an excellent recommendation of Mr. Pedersen's goods, since we may be sure that the prices and workmanship were more than reasonable to attract the Government. Mr. Pedersen issues a numbered and illustrated catalogue, out of which Race Meet Committees may order a full set of medals as well as if they visited Mr. Pedersen's store. He has also a fine line of watches, jewelry, diamonds, badges, and is prepared to furnish trophies for race meets, games, etc.

WHEELMEN AND GOOD ROADS.

[Commercial Advertiser.]

A unique book, which loses nothing of interest because it reflects the eccentricities of its author, deals with bicycle journeying in this country and Canada. The writer, who is widely known among the riders of the silent wheel as "Karl Kron," recites his experiences far and near while engaged in rolling off "Ten Thousand Miles on a Bicycle." The lesson of the book is that even in this land of bad roads the bicycle is a practical means of long-distance locomotion.

The evolution of the bicycle from a toy to a machine of practical utility, has been one of the notable details in the progress of the last few years. No intelligent person, who has studied the question, can now fail to recognize the wheel as a legitimate addition to our facilities for locomotion. In countries where the roads are kept hard and smooth, travelers of either sex can, with the aid of this machine and its sister, the tricycle, make longer and more difficult journeys than were possible by any means of conveyance before steam came into use as a motor.

The bicycle will tire out a horse, but needs no food or shelter, does not shy, and suffers from no ailments. The motion, too, is charming and, in spite of the doctors, is wholesome, unless indulged in to excess.

All who love good roads should encourage the bicyclist, for he is the natural missionary of that cause. Nothing, in fact, is so likely to hasten the day of well-built and well kept highways as the general adoption of the bicycle as a locomotive. In that event, the rural districts will find it as much to their interest to be on the favorite lines of cycle journeying as on a railroad line, and for the same obvious reasons. Already many roads have been improved in order to attract the custom that literally rolls in upon those who make their vicinity a place of easy resort for wheelmen. May the good work go on.

A FEW INTERESTING FACTS.

There is a peculiar feeling that the majority of people entertain, when they enter an establishment to purchase an article of wearing apparel—no matter how trivial—that they will not get their money's worth. It is this feeling, sometimes coupled with the treatment they receive from a discourteous clerk or salesman, that annoys and irritates them, the result being that they leave the place, very much displeased with the establishment, and with the resolution never to enter it again.

It is for the benefit of this class of men, before whom a few facts ought to be placed, that this article is written. To relieve themselves of this feeling, when they are on a shopping tour, they must ask themselves the following questions: First: "What house has the reputation for selling goods at popular prices?" Second: "Has the integrity of the house been established through the test of time?" Third: "Is their stock varied and large?" Fourth, and last: "Are they an active, pushing, progressive and popular house?—for, if they are, they will be shrewd enough to employ courteous clerks, ready to willingly humor the whims and caprices of a customer—if a house is all this, then it is the one, above all others, where I can get a dollar's worth for every dollar expended."

Such a firm is the Smith Manufacturing Co., P. P., of 123 Fulton street, New York. The long practical experience, innumerable advantages and facilities, accruing to an old-established house—such as theirs is—and the widespread reputation they have for selling goods at rock-bottom and below current market prices, coupled with an indomitable desire to please, has made them famous throughout the land, and has placed them in a position far ahead of their competitors.

The importation and manufacture of Tennis, Bicycling, Boating, Base ball, Fishing, in fact, of all kinds of athletic and sporting goods, is a specialty of theirs, and it would be vastly to the interests of all, in need of any of these goods, to patronize the Smith Manufacturing Co., P. P., of 123 Fulton street, New York.

Greenwood's medal for winning the De Soto race will have his initials in shaded gold depending from a chain. In the centre of the medal will be an engraving representing him climbing Corey Hill, which he considers his next greatest feat to the De Soto race. The feat will be shown in the engraving, but somewhat reduced. The date of the race and the time made will also be on the ornament.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	2	2
45	50	Standard Columbia,	90.00	50.00	5	4	4
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
47	54	Expert Columbia,	127.50	85.00	4	1	4
51	52	American Rudge,	112.50	75.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	Hf. Nkl.	2	2
80	44	"Facile,"	130.00	70.00	4	1	5
87	55	Spalding Racer,	140.00	50.00	4	1	4
90	52	Royal Mail,	137.50	80.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
95	55	Spalding Semi Racer,	140.00	55.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	1	2
118	48	"Star,"	115.00	75.00	3	4	4
120	54	Imperial Challenge,	150.00	80.00	1	2	4
123	52	Sanspareil,	127.50	85.00	4	2	4
124	52	Sans. Light Roadster,	137.50	90.00	4	2	2
125	42	Special Star,	120.00	80.00	4	1	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	"Star,"	120.00	80.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspareil,	130.00	70.00	4	1	2
136	51	Special Star,	130.00	95.00	1	1	1
137	42	Standard Columbia,	90.00	40.00	3	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	4
143	56	Humber L't Roadster,	150.00	55.00	4	2	1
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	55.50	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
153	52	American Rudge	112.50	75.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	100.00	4	1	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	4	4
159	54	Standard Columbia,	110.00	60.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	2
161	54	Rudge L't Roadster,	145.00	105.00	4	1	1
162	45	Special Star,		65.00	4	2	2
163	51	"Star,"		70.00	4	2	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	40.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
170	56	Victor,	132.50	105.00	4	1	1
171	53	Col. L't Roadster,	137.50	100.00	4	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
179		"Cripper Tri.	180.00	125.00	4	2	2
180		"Hbr. Tandem,	260.00	225.00	4	2	1
182		"Cripper Tri.	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	3
185	52	Humber,	130.00	70.00	4	1	2
188	52	Victor,	135.00	85.00	4	1	2
189		Col. Tri. (3-track)	180.00	75.00	4	1	1
192		Cunard Tandem,	250.00	150.00	4	1	5
195		Sparkbrk Hbr. Tdm	265.00	200.00	4	2	1
196		Genuine " "	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tndm.	250.00	180.00	4	2	4
200	42	Standard Columbia	80.00	30.00	5	4	2
201	48	"Columbia	87.50	40.00	5	4	3
202	50	Challenge	95.00	50.00	3	2	4
203	54	Mail	110.00	65.00	4	1	4
207	51	Special Star	130.00	85.00	3	2	2
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
210	56	Harvard Special	145.00	85.00	3	2	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
214	52	American Rudge	112.50	80.00	4	1	2

CORRESPONDENCE SOLICITED.

NEW YORK BICYCLE COMPANY,

38 Park Place, New York.

HARLEM BRANCH:

124th Street and Seventh Avenue.

Renting, Repairing & Nickeling. Storing Wheels.



NEW YORK AGENTS FOR THE

- HUMBER LIGHT ROADSTER,**
- HUMBER CRIPPER,**
- HUMBER TANDEM,**
- HUMBER TANDEM CRIPPER,**
- SPARKBROOK BICYCLE,**
- SPARKBROOK TRICYCLE,**
- SPARKBROOK HUMBER TANDEM,**
- ROVER SAFETY, Nos. 1 and 2.**
- NEW EXCELSIOR CYCLOMETER.**
- A FULL LINE OF SUNDRIES.**

OUR LIST, July 27, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.
- No. 9.—52-in Exp. Col., balls all over. Wonder saddle, full nickel. Prime cond. Price \$90.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$70.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Plain pedals. Price \$75.
- No. 36.—48-in Star. Good cond. Price \$56.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 43.—54-in. Col. Expt. Nickel with enam. wheels. Good cond. Price \$75.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
- No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.
- No. 26.—52-in. Singer. Enam. Price \$20.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 48.—44-in. Crypto-g geared Humber Tandem made to order. Cost \$325. Price \$200. Fine cond.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.
- No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.

This Week's Bargains.

- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
- No. 54.—51-in. Am Star. Nickel except rims. Big bargain at \$56.
- No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Lilliebridge saddle. Price \$55. Big chance.
- No. 58.—36-in. Kangaroo. Balls all over. Price \$56.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

WETMORE & CHESTER,

49 Cortlandt Street, New York.

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Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—56-in. American Challenge Bicycle, slightly shop worn, enamel and nickel finish; price \$60. E. I. Horsman, 80 William st., New York.

FOR SALE.—Great bargain—52-in. American Champion Bicycle, enamel and nickel finish; slightly soiled; good as new; price \$95. E. I. Horsman, 80 William st., New York.

FOR SALE.—42-in. American Safety Bicycle, enamel and nickel, good as new, price \$65; 49-in. Safety, price \$70. E. I. Horsman, 80 William st., New York.

FOR SALE.—36-in. Kangaroo Bicycle, enamel finish, in perfect order, good as new; price \$90. E. I. Horsman, 80 William st., New York.

52-IN. Yale, enamel and nickel finish, Fish saddle, in perfect order, slightly shop worn; price \$65. E. I. Horsman, 80 William st., New York.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crippler Running Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED.—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. **FOR SALE CHEAP.**—52 inch Standard Columbia. Box 75. Wappingers Falls, N. Y.

FOR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—56-inch, Full Nickered, Expert, 1885. In first class condition. Address F. W. Lang, care of Ilderan Bicycle Club, 71 Lincoln Place, Brooklyn, N. Y.

FOR SALE.—52-in. Expert Columbia, full nickered, excellent condition, \$90.00. "Expert," Box 44, New York.

FOR SALE.—A 50-in. American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickered, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

WANTED.—Second-hand Bicycles of all styles, also single and Tandem Tricycles for cash or on consignment. N. Y. Bicycle Co., 38 Park Place.

STARS.—We have a number of "Special Stars," sizes 42 to 51 inches; in excellent condition; full particulars on application. New York Bicycle Co., 38 Park Place, N. Y.

Genuine Royal Mail Bicycles and Tricycles.



DON'T PUT YOUR MONEY INTO AN IMITATION WHEN THE SAME AMOUNT WILL BUY THE GENUINE.

DON'T PUT YOUR MONEY INTO ANY **WHEEL** WHEN THE SAME AMOUNT WILL BUY A GENUINE

ROYAL MAIL,

WITH
 A NEW AND MUCH IMPROVED PATTERN OF TRIGWELL'S BALL HEAD.
 WARWICK HOLLOW RIMS.

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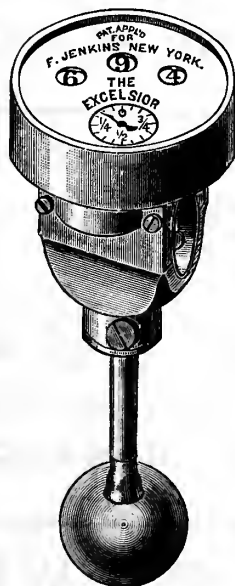
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IT REGISTERS 1000 MILES.
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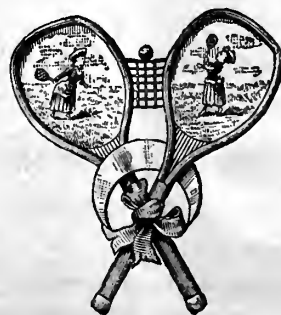
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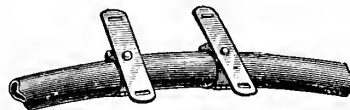
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Tire Tape,
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From the Very Start,--From the Opening of the Season,

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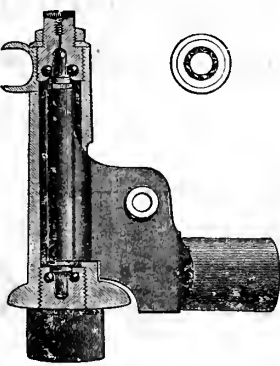
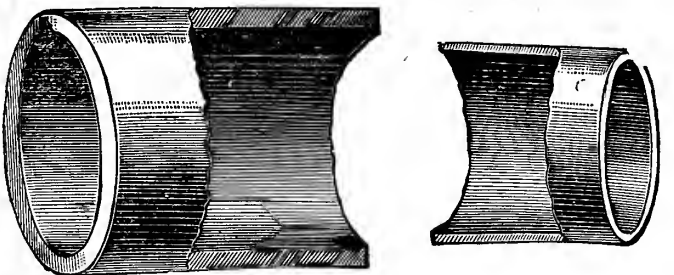

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A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, ~~AT~~ AT NO SINGLE TIME SINCE JANUARY, ~~we~~ have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE,

WITH

Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been PROVED by two years' use a great success, and the best critics are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

 <p>At least, before purchase, see or send stamp for Large Illustrated Catalogue of this SUPERB WHEEL.</p>	 <p>TRIGWELL BALL HEAD. One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.</p>	 <p>Sectional views of neck and back fork end of NEW PERFECTION BACKBONE, Giving increased thickness and strength at upper end, where is the greatest strain. Forks also same construction.</p>	
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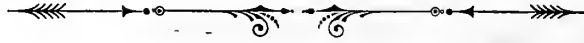
We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE!

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,
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"LET OTHERS TRY THE EXPERIMENT."



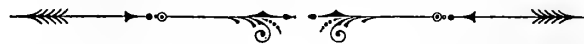
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the *Expert Columbia*, and on the *Light Roadster* for three years; a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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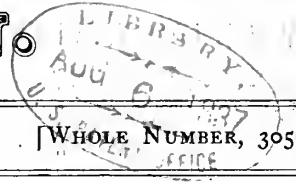


AND RECREATION.

Vol. XII.—No. 19.]

NEW YORK, AUGUST 5, 1887.

[WHOLE NUMBER, 305.]



And, Still, There's More to Follow!

EACH MAIL BRINGS US NEW ONES!

READ THESE TWO;

THEY ARE WORTH IT.

THE GORMULLY & JEFFERY MFG. Co., Chicago, Ill.:

Gentlemen:

Permit me to quote from the *Bicycle South*, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full-nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the *Bicycle South*, I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will always be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads. The majority of the 150 riders down here use Champions—the Champion are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

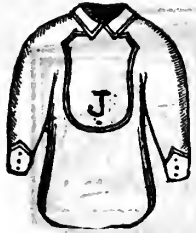
Yours, &c.,

A. E. OLIVEIRA.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

GORMULLY & JEFFERY MFG. CO.,
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For a one-dollar bill we will make to order and send you postpaid an elegant pair of Bicycle Hose in any color you may desire. Dealers charge \$1.50 for hose not nearly as good in quality as ours. In ordering mention size of shoe worn, color desired, ribbed or plain.

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THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES,	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.30

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.
" " 1-mile Open.
" " 2-mile Open.
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR
WON
FIVE FIRSTS: 1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Crank, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address:

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO., Smithville, N. J.

WE desire to communicate with every responsible Bicycle, Athletic and Tennis Club in the country with reference to the greatest and newest novelty, the TUTTI-FRUTTI AUTOMATIC SELLING MACHINE. The Company will allow you a handsome percentage on the sale of the Gum for the privilege of placing the machine in Club Houses. It is handsome. The size of the machine is 22 x 12 x 8 inches. We present a few of the testimonials received:

NEW YORK, July 5, 1887.

MESSRS. ADAMS & SONS, Brooklyn, N. Y.

Gentlemen:—It is not my custom to publicly acknowledge the merit or value of any article, but I feel that in calling the attention of wheelmen to your preparation I am doing them a positive benefit, just as much as if I pointed out to them where a specially fine tour might be taken. My attention was first called to your Chewing Gum by the many racing men who use it on the path both in training and in actual competition. I learned from them that the Gum produced a flow of saliva which greatly relieved the thirsty and even parched condition of the mouth and throat, caused by the excitement and nervousness always felt just before a race. I had frequently suffered on the road and determined to try the Tutti-Frutti, and I found it exactly what I wanted, the mouth being kept constantly moist, the dust prevented from accumulating, and what is more—and this is important to those with weakish stomachs—it greatly aided digestion. By your efforts you have opened the eyes of wheelmen to the value of Tutti-Frutti, and many never race or tour without it. I never fail to recommend it in private to my wheeling friends, and now do so publicly and conscientiously.

Very truly,

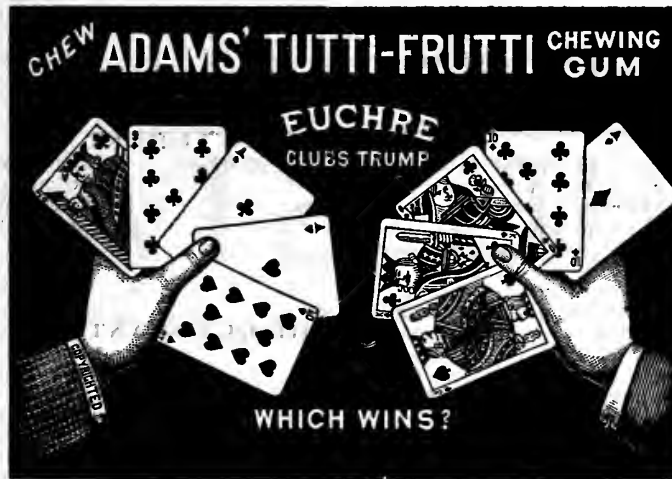
F. P. PRIAL.



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BY ALL DRUGGISTS.

5 cts. per Bar.



SOLD

BY ALL CONFECTIONERS.

5 cts. per Bar.



NEW YORK, June 13, '87.

MESSRS. ADAMS & SONS.

I have lately used your Tutti-Frutti Chewing Gum just previous to my races. I find it keeps the mouth moist, and makes a man fitter for the contest than if he was "spitting cotton," as the boys say. I learn that most of our club men, and indeed many athletes, use it both on and off the track with good effect.

ROBERT E. SHAW,
Captain Olympic Athletic Club.

BROOKLYN, July 12, 1887.

MESSRS. ADAMS & SONS.

I am pleased to call the attention of wheelmen to the pleasant properties and value of your Tutti-Frutti Chewing Gum. Since placing your Gum on sale in my wheel headquarters at Prospect Park it has become a great favorite with the hundreds of bicyclists who frequent my store. Those who use it on the road once never afterwards go out riding without it. It keeps the mouth moist by inducing a plentiful supply of saliva, is pleasant to the taste, and greatly aids digestion. My sales have remarkably increased, and I think Tutti-Frutti has come to stay among the wheelmen. I almost forgot to say that all racing men now use it.

Very truly yours,
PROSPECT PARK PLAZA, Brooklyn.

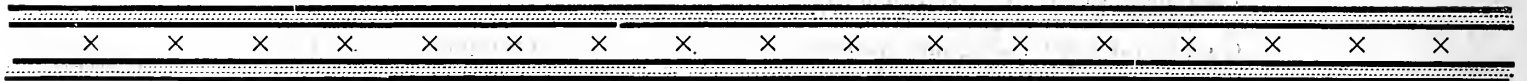
CHARLES SCHWALBACH



CONSIDER

THESE POINTS BEFORE BUYING A

Bi CYCLE Tri



THE NEW RAPID

was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID

was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID

was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID

was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID

has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID

weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID

has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner, although on the American market for two years.

THE NEW RAPID,

has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel. is fitted with Pear, T or spade handles; Lilli-bridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID

is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT

led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT

led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT

led the way in the proper distribution of the rider's weight.

THE QUADRANT

led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT

never knew a Stanley head or a sterling fork, a bell balance gear or a lip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT

led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT

has done a mile on the road in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT

is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT

is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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Bicycling World and The Wheel	1.50
Outing and The Wheel	3.00

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher,
23 Park Row,

P. O. Box 444. New York.

EDITORIAL.

Says the *Boston Globe*:—"It is stated by a high league official that the present understanding is to allow President Kirkpatrick to remain in office for another term. There are a good many wheelmen in Boston who are willing to wager generously of their substance that he won't be elected a second time at least, not unless he shows himself more fitted for the office than he has so far done. Mr. Kirkpatrick was elected to the position of L. A. W. President simply because the foolish sectional prejudice made it imperative that a western man should be chosen to fill the office, and he was the only man who was conveniently near at hand."

We are surprised to see Howard pen such trash. The high League official can scarcely know whereof he speaks when he maps out the future on a plan which we know will never materialize. If Mr. Kirkpatrick proves a suitable President—and personally, we think he will—he will doubtless be re-elected; but if not, a certain New York gentleman, whose name has not been mentioned for this office, will occupy the executive chair next year. It is ridiculous for Howard to intimate that Mr. Kirkpatrick was selected as a mere make-shift. As a rule, editors and scribes of minor degree want to run the earth from behind their desks, and very often they "slate" and dictate to men far their superiors, presenting very much the same ludicrous spectacle as an ant challenging an elephant to a trial of strength. Mr. Kirkpatrick has done nothing, possibly because there was nothing to do. Possibly Lincoln might not have been the synonym of what it is but for a civil war; ditto Grant. It takes opportunity to bring out a man. We are glad President Kirkpatrick has done nothing. When a man has done nothing, he has done no wrong, which is a negative virtue at least. The least governed are the happiest, says the proverb. Some men do too much, some say too much, others write too much.

THE CAPITAL CLUB'S OUTING.

The annual Summer trip of the Capital Club will commence August 5, when about a dozen of the members will leave Baltimore per steamer D. H. Miller. The party will reach Boston on Monday evening, August 8, and spend the night there. The two following days will be devoted to touring, probably along the North Shore, and on the 11th, the tourists will either take train or wheel to Oak Bluffs.

Here they will be the guests of Mr. H. S. Owen, of the Capital Club, who has two cottages at Martha's Vineyard, and who entertained the Club in a similar way during the Summer of '85. About three weeks will be spent at Cottage City, in the ordinary round of seashore amusements. About

September 1, the party will break up and pursue their plans, or their homeward journey, individually.

The members of the party are: Sub. Capt., S. E. Lewis, H. S. Owen, C. C. Tyler, C. A. Burnett, W. S. Dodge, J. R. Littell, Andrew Miller, R. N. La Dow, W. E. Edmonston, F. R. Lane and P. T. Dodge.

THE CLEVELAND RACE MEET.

The three days race meet of the Cleveland Club will be held at Athletic Park, East Madison avenue, on Thursday, Friday, and Saturday, August 11, 12, and 13. Races started promptly at four P. M.

Programme, August 11—One-mile novices, one-mile tricycle State championship, half-mile bicycle open, two-mile bicycle 6:30 class, one-mile tandem tricycle handicap, quarter-mile bicycle handicap, half-mile mile bicycle 1:30 class, two-mile bicycle lap race, quarter-mile bicycle open, half-mile bicycle handicap, and one-mile bicycle handicap.

Programme, August 12—One-mile bicycle 3:20 class, two-mile bicycle State championship, half-mile bicycle handicap, two-mile tandem handicap, one-mile bicycle team race, quarter-mile bicycle 45s. class, two-mile bicycle lap race, one-mile tricycle L. A. W. championship, half-mile bicycle open, one-mile bicycle handicap.

Programme, August 13—One-mile bicycle 3:10 class, one-mile bicycle State championship, two-mile bicycle handicap, half-mile bicycle open, one-mile bicycle 3:00 class, five-mile bicycle lap, quarter-mile bicycle handicap, half-mile tandem tricycle, one-mile bicycle L. A. W. championship, one-mile bicycle lap, one mile bicycle consolation.

Entrance fees for quarter, half, and mile events, fifty cents each; fee for all championship and two and five-mile events, one dollar each. Entries close August 8 with George Collister, 147 Ontario street, Cleveland, O.

CHAMPION W. A. ROWE OF LYNN TO MAKE A WESTERN RACING TOUR.

While passing through Lynn the other day, the writer met Billy Rowe, the big limbed and genial American bicycle champion, and laughingly chaffed him at the roughing he had received at the hands of his Lynn "friends and admirers." "I don't mind it at all," he said with a smile. "They feel sore now, but they will get over it. I had raced McCurdy twice at that distance, and I didn't intend to do it again. If I am going to enter a handicap race I want to be satisfied with my handicap. I don't want the earth, but they can't make me kill myself. That's all there was to it. I had no intention of disappointing any one, and if they would have done the right thing by me I would have raced."

"What are your plans for the future?"
"I shall keep in training right along. I never felt better than I do now. Mr. Murphy of Lynn has offered to back me against any rider in the world, and I may do some racing in the Fall. It all depends upon who will come over here. Aug. 9, I shall go to Roseville, N. J., and thence I shall visit Cleveland and race at the tournament there, Aug. 11; 12 and 13. I shall probably appear at other race meetings after that date." The champion is certainly looking superbly, and fit to race for his life. Should Howell, Duncan and the other cracks visit these shores, they will undoubtedly find their match in the American wonder.—*Boston Herald*.

TOM ECK'S WEDDING.

Wheelman may be flyers but they are not all angels, for instance one of the Flour City's propellers, Mr. Thos. Eck, has recently carried out a typical elopement scheme the last part of which didn't go according to Hoyle. The circumstances are these. Eck had for some time been very attentive to a seventeen-year old miss named Jennie Carlisle, whose parents live at Sixth street and Seventh avenue south. Some time since the rider of the silent steed summoned his courage and waltzed up to the father of the damsel and endeavored to negotiate a transfer of property, but the old gentlemen couldn't see it. Eck was not easily discouraged and soon persuaded the young lady to cast her lot with his and trust to the hard-hearted sire to become reconciled afterwards. This couple therefore departed in the stilly night and took a little trip to Omaha where they were joined in the holy bonds of hemlock and from there telegraphed to the bereaved father that they had been and gone and up and done it and were ready to be forgiven. He didn't forgive worth a cent, and it is barely

possible that the gay couple feel a bit foolish at present writings.—*Minneapolis Tribune*.

The talented society reporter of an Omaha temporary gives the following account of the marriage in that city of Thomas Eck and Miss Jennie Carlisle, of Minneapolis, which was mentioned in yesterday's *Tribune*.

There was a quite little wedding at the residence of Mr. John S. Prince, Sixteenth street north, last evening at nine o'clock, the contracting parties being Mr. T. W. Eck, the bicyclist of Toronto, and Miss Jennie Carlisle, of Minneapolis, the Rev. Dr. Maxwell performing the ceremony. The affair was pleasant and fraught with much felicity to all in attendance. Among the limited number of guests were Mr. and Mrs. Prince, Miss Emily Robinson, of Birmingham, Eng., Mr. S. G. Whittaker, of Chicago, and Wilbur F. Knapp, of Denver. After the nuptials had been solemnized and the congratulations over the bridal couple and guests sat down to a collation and the merriment was continued until a late hour. Mr. and Mrs. Eck will remain at the Arcade for ten days—until after the Prince-Whittaker race—when they will leave for Asbury Park for a month's honeymoon at the seaside. They will be accompanied East by Messrs. Whittaker and Knapp and Mrs. Prince as far as New York, whence she sails for her old home in England on the 27th.—*Minneapolis Tribune*.

THE NEWTON CLUB'S ROAD-RACE.

The twenty-five-mile road-race, under the auspices of the Newton Bicycle Club, Newton, Mass., occurred Saturday afternoon. The course was from Newton, through Newtonville and West Newton, to Natick and return, and there were six entries. It was a handicap race, and the contestants started as follows:

E. S. Martin at 3:49 o'clock; J. H. Aubin, at 3:54; W. H. Barker, at 3:59; F. L. Wilson, at 4:01; A. W. Whittaker, at 4:04; W. K. Corey, scratch, at 4:09. The first man to reach the finishing line was E. S. Martin, who crossed at 5:24:30, covering the course in 1h. 35m. W. H. Barker, 2d, at 5:33—time, 1h. 34m.; W. K. Corey, 3d, at 5:33:15—time, 1h. 24m.; F. L. Wilson, 4th, at 5:35:10—time, 1h. 34m.; J. H. Aubin, 5:36—time, 1h. 42m. Whittaker did not finish.

The time made by W. K. Corey, notwithstanding a handicap of twenty minutes, is unusually good. The first prize was a gold medal, the second silver, mounted with a gold eagle, and the third a silver medal. Martin took first prize, Barker second and Corey third.

KINGS COUNTY WHEELMEN.

Considerable interest is being taken in the competition for the 2,000-mile medals offered by the Kings County Wheelmen.

During the month of May returns for ten men showed a total of 3,933 miles. Some of the big scores were: H. J. Hall, Jr., 740; R. W. Steves, 503; T. J. Hall, Jr., 485; J. D. Neppert, 351; C. J. Long, 337; J. H. Long, 322; M. L. Bridgman, 308; H. H. Stults, 300; R. W. Crenzbaur, 296.

In June, ten men returned a mileage of 3,775 miles. Among the leaders were: T. J. Hall, Jr., 525; J. D. Neppert, 382; J. H. Long, 357; C. J. Long, 355; George Britton, 325; C. S. Knight, 310; J. E. Dean, 301.

HARLEM WHEELMEN'S MILEAGE.

The Harlem Wheelmen have offered a gold medal for the highest mileage of 1887, and a silver medal to the next highest. As an additional incentive to road riding, gives a medal with one bar to each member who covers 1,000 miles, with an extra bar for each additional thousand. A medal is also given to all members riding one hundred miles inside of ten hours. Only one member has so far obtained a Century medal, Mr. E. I. Halsted, who rode 101 3-4 miles in 9h. 10m., on March 15.

As soon as the weather moderates sufficiently to permit of such a long ride being accomplished without fear of sunstroke, Messrs. Hoffman, Parker, Lord and Griffith, will make the attempt to ride the one hundred miles within ten hours.

From January 1 to July 1, 1887, E. I. Halsted has ridden 1671 miles, with an average ride of thirty, and a longest ride of one hundred and one miles. E. C. Parker, has ridden 1211 miles; average ride, sixteen miles; longest ride, fifty-one miles. The records of some other high mileage men are as follows: W. H. DeGraaf, nine hundred and thirty-two miles, longest ride, eighty,

A. F. Steiner, seven hundred and sixty-five, longest ride, thirty-four. W. H. D. Hoffman, six hundred and ninety six, longest ride, seventy-eight. B. A. Quin, six hundred and thirty, longest ride, fifty-two. C. W. Griffith, four hundred and sixty-seven, longest ride, fifty. A. M. Presinger, four hundred and ninety-miles, longest ride, fifty-two.

RICHFIELD SPRINGS JOTTINGS.

The Fort Schuyler Wheelmen will hold their annual tournament at the Springs August 10. About fifty wheels are expected. An invitation has been extended to all wheelmen in New York State to attend.

Richfield Springs contains more wheels than any town of its size in the State. It contains, at present, about forty-five, and the population is only about 1,800.

At present there is only one club in this town, the Wyontha Club, which is composed of Star wheels. It is hoped that another club will soon be organized, consisting only of Crank wheels.

The Darrow House is now a League Hotel, and all league members will be allowed special rates while visiting Richfield.

Mr. D. P. Bailey and Mr. Arthur DeLong, of this village, started for Hartwick last Friday. On reaching Fly Creek they were obliged to turn back on account of poor roads. S.P.A.

RECORDS.

The Records Committee have passed the following claims:

TRICYCLE—PATH.

J. B. King, L. A. C., at Alexandra Park, 27th June, 1887:

Table with 5 columns: MLS., H. M. S., MLS., H. M. S. Rows 21-23 showing times for various routes.

T. R. Marriott, Nottingham & Notts, T. C., at Crystal Palace, 9th June, 1887:

Table with 5 columns: MLS., H. M. S., MLS., H. M. S. Rows 101-125 showing times for various routes.

TANDEM TRICYCLE—PATH.

E. P. Turner, Ripley Road Club, and P. E. Kiderlen, Delft Stud, B. C., Long Eaton, 8th July:

Table with 2 columns: MILE., M. S. Rows 1/2, 3/4, 1 showing times for different mileages.

TRICYCLE—ROAD.

One hundred miles. C. W. Brown, Finchley, T. C., Twyford to Norman Cross, on 14th June, 1887. Time, 7h. 54m. 10s.

TOURING CHAT.

Address communications to A. B. Barkman, Chairman, L. A. W. Bureau of Information, No. 608 Fourth Avenue, Brooklyn, N. Y.

NEW YORK ROAD BOOK: Corrections, etc.:

Route (20) page 2. The telegraph wires have been removed, and as the two lines referred to have been erected on a road which leaves Poughkeepsie two blocks above the Post Road, along which they formerly ran, and which should be taken, the present directions in Road Book might prove confusing.

Approaching the city from New York, hold South avenue until the little park which contains the old cannon is reached; T. R. on Montgomery street, two blocks, and T. L. to Main street, at the corner of which is the Morgan House. To proceed, keep straight north from the Morgan

House two blocks, T. L. two blocks to the Post Road, and T. R. along it to Hyde Park, etc. This is the best way of getting through the city and avoiding its cobbles.

Route (22) page 1. From Hillsdale, after leaving Summit House, bear left through North Egremont instead of taking R. F. through South Egremont, as per Road Book. Road is more level and generally better.

Route (23) page 2. Springfield, Mass., is given as one hundred and fifty-three miles from start at bottom of page. In carrying the distance over to page 3 it is given as one hundred and fifty-one miles. This is an error, and consequently all following distances in route are two miles short in totals.

Route (21) page 1. At marble quarry, two and a half miles north of Unionville, T. R. through the quarry to Pleasantville, and direct to Mt. Kisco, where T. R. just before R. R. and T. L. at next road direct to Brewsters Station.

Route (31) page 1. From Albany Book says: "Out State street direct via Washington Park and Hartsville." This should be Hurstville. Official repairer at Albany is James Bradley, 42 Norton street.

Route (52) page 2. On account of a mistake in punctuation in paragraph of Directions reading, "Present certificate, etc.," the turns are given in exactly the opposite direction intended. The directions properly punctuated will read: "Straight up hill to asphalt (West Avenue) and T. R.; at Vermont street T. L.; at Richmond Avenue, T. R.; at Circle T. L. to Delaware Avenue; T. R. on Delaware Avenue to Genesee street and T. L. to the Genesee.

PENNSYLVANIA AND NEW JERSEY ROAD BOOK.

This work is now out of print. A new and revised edition will probably appear in 1888.

LONG ISLAND FERRY CONNECTIONS.

Many inquirers will please take notice. Steamer "Manhasset" for New London, Conn., leaves Sag Harbor at 1:15 P. M. and Greenport at 2:15 P. M. daily, except Sunday.

Steamer "Sunshine" for New London, Niantic, Lyme, and Hartford, Conn., leaves Sag Harbor Mondays, Wednesdays and Fridays at 6:45 A. M. and Greenport about one hour later. Returning leaves Hartford Tuesdays, Thursdays and Saturdays at 8:30 A. M.

Bridgeport and Port Jefferson Steamboat Co., leaves Bridgeport for Port Jefferson, Monday, Wednesday and Friday at 1:30 P. M. and Tuesday, Thursday and Saturday at eight A. M. and five P. M.

Leaves Port Jefferson for Bridgeport, Monday, Wednesday and Friday at 7:45 A. M. and 5:30 P. M. and Tuesday, Thursday and Saturday at 1:30 P. M.

Boats return to New York Sunday afternoons from Northport, Cold Spring, Oyster Bay, Glen Cove, Roslyn and Whitestone. A. B. B.

THE LEAGUE AND ROAD-RACING.

Says "Bon" in the Bulletin: "The editor of THE WHEEL recently remarked in the columns of that paper, that he would like to see a road-race between amateurs and professionals for a money prize, for the purpose of showing the folly of the recent decision of the Cabinet. I was surprised at the article, as I had given friend Prial credit for having better sense, and I am still of the opinion that it was penned at the dictation of some hot-headed racing enthusiast, without proper consideration on the part of the said editor, who on most occasions has shown himself most consistent and loyal to the League and its success. Should a case of this kind occur, I think the duty of the League is very clearly defined by its By-Laws and racing rules. Article V., Section 4, says: "An amateur is one etc., etc., nor knowingly competed with or against a professional for a prize of any description." So far so good, now the racing rules say:

A. Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension from the race track for such a time as the Racing Board may determine; and amateurs are notified that to compete against any rider who has been suspended will render them liable to the same penalty.

If, therefore, the League decides not to recognize road-racing, which is equivalent to forbidding it, how can road-racing be legally held under League rules? and is not every man who participates in a road-race liable to suspension under the above rule?"

Our idea in penning the squib "Bon", refers to, was written to show how much more sensible it

would have been for the "Cabinet" to have discouraged rather than simply ignored road-racing; the difference between a positive and a negative action. We have good reasons to believe that the "Cabinet" will shortly take action on this question and condemn road-racing, on the logical grounds so admirably set forth in this paper by Mr. Luscomb.

Meanwhile the astute "Bon" has discovered that amateurs who compete with promateurs or professionals on the road are liable to suspension for violating the sub-clause of the amateur definition which says: "Any amateur wilfully competing at races not stated to be held and actually held under the rules of the Board, or rules approved by the Board, shall be liable to suspension, etc." The question is whether the Racing Board's rules apply to the road as well as to the path. In reply to this we can only quote an editorial from the Bulletin of July 1, which would seem to prove "Bon's" position untenable.

"As a result of the League's position on the road-racing question, the official eyes are closed to anything and everything that occurs in contests of this kind. Amateurs and professionals may race together and amateurs may race for money prizes if they are so disposed. It is curious to note that the papers which advocate the repeal of the amateur law are just the ones that condemn the policy of the League in this matter, although it gives them on the road just the condition of things they would like to see on the racing path."

BROOKLYN SQUIBS.

We have been informed, from day to day, that it is not unusually warm, but that it is the intense humidity of the atmosphere which causes the general feeling of discomfort and depression. We know nothing about humidity, but as it is described as a moisture of the atmosphere we are inclined to wonder what it is that makes nature sweat so if it is not unusually hot. It may be that she has over-exerted herself in her playful efforts to annihilate villages, roads and bridges; but, be that as it may, we think the weather prophets are prevaricating, and that the present state of things is hot, d-d hot, all things humiditous or humorous to the contrary, notwithstanding. A few of our fellow-cyclers have endeavored to defy humidity and have us believe that wheeling is delightful at the present time; but, in spite of their endeavors, I have never seen fewer wheelmen abroad than during the past two weeks, the majority being content to loaf around the club rooms in their bathing suits.

Potter, of course, is busy as usual, this time concocting some scheme to increase the number of sufferers for next year's season of humidity.

Koop has fled to Europe to escape the heat, and at the same time regain his health.

Raymond is taking advantage of this favorable weather to reduce his superfluous avoirdupois by scorching over the Orange hills on a trike.

Blood is endeavoring to put a little flesh on his poor bones by acrobatic performances on a Victor Safety.

Hawkins is training on the track of the B. A. A. for the Club championship, and Fuller is doing likewise on the roof of the Club-house prior to the competitive examination for Club bugler.

Edsall and Corby have just returned from a week's tour to Lake George, and Warburton, Buddington and McEwan from a tour to Rutland, Vt. Both parties report having had a jolly time, and are loud in their praise of the Road Book and of their treatment at the League hotels and by the local clubs en route.

Jones has at last commenced preparing a number of League signs, and we may expect to shortly see an occasional direction board through the Long Island wilderness.

The Division being, so to speak, "busted," the Consuls have had to pay for the sign-boards out of their own pockets.

The last report of the Secretary-Treasurer shows an expenditure of about \$300 for railroad fares of a certain little excursion party to the St. Louis meet. We question the policy of such expenditures and the good the N. Y. Division derived therefrom. We think a little more solid and visible work at home and a little less political wire pulling abroad would be better for the good and prosperity of our Division, in other words, more work for the Division gentlemen; and less for personal glory.

Notwithstanding the heat, the Brooklyns held a ten-mile road-race over the Irvington-Milburn course on Saturday. Only two starters showed up in each event, and the race was therefore a quiet affair. Todd finished first in the championship in

40:20, with Meeteer second. Mead came in first in the novice in 40:21, with Kenmore second. The remaining race of the series, five miles, will be run in September.

Greenman has returned to town. We now await the arrival of Egan, and will then hope to hear something from the committee on State meet. Austin is busily engaged, superintending the completion of the beautiful little home he is erecting at Flatbush. It is a model of convenience and good taste combined and we envy its happy possessor.

Club "toughism" is not yet annihilated, and we fear another and more active crusade will be necessary before it is entirely obliterated. Bon.

August 1, 1887.

PITTSBURGH NOTES.

So little of general interest has occurred here in cycling affairs the past thirty days, that I felt these notes could be dispensed with. Much riding has been done but generally in small parties of one, two or three riders.

Club runs are nil this season, though otherwise the most active we have ever had, many new riders being met daily; our numbers being estimated at three hundred.

The long talked of "twenty-mile road-race" of the Allegheny Cyclers, scheduled for Wednesday, Aug. 3, will take place over a ten-mile course, on the Butler Plank Road, and gives promise of being well contested. W. D. Banker being the most prominent entry. There are some eight or ten fine prizes offered and no entry fees. The road is a good one for fast time; surface of clay and plank, grade mostly level, with only one hill. A large attendance is looked for.

The "Allegheny County Wheelmen's Racing Association, Limited" is the name of an organization formed here a week ago, and at last we begin to see the way to a fine quarter-mile track. Permission has been granted by the "Gentlemen's Driving Park" management to build inside their half-mile course. Bids for building the track have been received, and by the first of September we hope to have a track second to none.

The grounds are admirably situated, being near to the business centre of both cities, easily reached and every convenience after getting there, with large and imposing grand stand, capable of seating seven or eight thousand persons.

A century run is the chef-d'œuvre of most amateur wheelmen without regard to time, except to make it short as possible. The first of our riders to secure the desired century this season being Mr. Swartzwelder, of the "S. V. W." and "Keystone Clubs," accompanied by Mr. Critchlow, of Beaver Falls, riding from Girard to Buffalo. Three other riders have accomplished the same, and there is a rumor of a local club sending out a team.

Several Keystone members left the city on a club run yesterday, from Washington, Pa., to Connellsville, via Brownsville, about sixty miles, part of the trip being over the National Pike.

KEYSTONE.

ATHENIAN WHISPERINGS.

I have noticed considerable comment recently, in cycling papers, relative to the position of the League on road-racing. Unquestionably the L. A. W. should not recognize road-racing, and yet, to allow amateurs and professionals to compete with each other on a country road without affecting the standing of the former, does seem inconsistent. As the matter stands, it reminds one of the exhortation of the darkey preacher, who, with the earnestness and penetration of a fog-horn, stated between breaths this proposition: "My bred'ren—dar's two roads—one leads to h— and de udder leads to d—nation, which 'll ye take?" And we are told that a little nigger in the congregation got up and remarked, that "dat bein' de case, dar's nuffin left for dis chile to do but to cut for de woods." Now the League should "cut for de woods" without delay, and allow racing of all kinds to become a secondary consideration. The time was when racing helped the sport by working up enthusiasm and interest in the bicycle, which artificial stimulus it does not now stand in need of. Then men raced on open head machines, if they could get nothing else; the times were slow, but the races were genuine, and men were amateurs because they ran for pure love of the sport. Now the racers who draw the crowds, when they do draw the crowds, are human machines, and represent the perfection of training just as the machines they ride, but have

not purchased, represent the perfection of manufacture. And the men who ride for the love of the thing are thrown in with the rest of the show for such applause and glory as they may be able to get out of it.

* *

There is one feature of road-racing which is antagonistic to the best interests of the League and of wheelmen generally, and that is the scorching on public highways which it necessitates. It is bad enough over a long course, but over a short course, where the same roads are traversed again and again, the thing must be looked upon by the non-cycling public in anything but a favorable light. The watchword of the L. A. W. should be, progress, which means, in one grand direction, overcoming prejudice. As on many highways, horse owners are prohibited by law, with severe penalties, from driving at a greater speed than seven miles an hour, what if a few road-racing accidents, from wheels running at double that rate of speed, should cause the law to be amended to include cycles? I am not aware that such accidents have occurred, but I do know that even in Eastern Massachusetts, horses frequently shy at wheels running at ten miles an hour or less, and that many drivers of nervous horses do not remember bicyclers in their prayers to any great extent, in consequence. Of course, cyclers have a legal right on the highways at all times, and drivers of skittish horses have no right to complain if their animals show fright; but must look out for themselves. Their prejudice, however, is something that knows no law, and even at this late day the little matter of prejudice cannot be wholly ignored by any of us.

* *

I see by the papers that some of the Washington riders attempted to "do up" Capt. Peck on his recent visit to the capital. "Lon" is a bold and intrepid rider, but "alle samee," from what I have heard, I do not think he met many of the old "vets" on the road, during his stay. I remember a visit to the capital city some years ago—not written up—when I met some veritable "toughs" in the saddle, who, I think—whether on the Cabin John road, the Tenallytown Pike, or the stretch to Marlboro—would "do up" a steam bicycle or a tow-path mule. I remember them with sorrow.

* *

The *Globe* says, Editor "Froudin" entertained Treasurer Brewster at the Pemberton during the visit of the latter here. Wonder if Fourdrinier recognized his own name in the above.

"Why is it that Boston, of all places in the country the best from a cyclist's point of view, cannot successfully hold a decent race meeting?"

Why bless your heart, Mr. Howard, the reason is as plain as the nose on your face: Boston and all Eastern Massachusetts is the *touring* cyclists' paradise; that is one reason, and another is that Bostonians, outside of cyclers, wouldn't pay a car fare, much less a half dollar, to see any kind of a bicycle show. Cold fact! That's the way they're built, you know. But how they do love base-ball.

* *

Among the Cape Ann tourists last Sunday were Wm. H. Edwards, of the Boston Club; Chas. W. Wilson of the Lynns; S. L. Aubin, Newton Club, and C. A. Haskins, Geo. E. Tell and J. F. Bassett of Salem. Dr. Boyman and wife of Providence, were among the arrivals Saturday night, and remained until Monday morning.

* *

The new Massachusetts Club is adding slowly to its membership, and is now said to have seventy-five names upon its roll. The claim recently made that it is not a riding, but a social club, suggests a new departure for the sturdy pedal-pushers of the old club who have formed the new. If a social club, why a bicycle club at all? Or, why not let the officers be the active bicycle club members and make all the others associates? Don't give up riding boys! The road record for last season was too good a one to be lost sight of; and the new club with half the membership of the old ought at least to do half as well.

STYLUS.

D. ROGERS & CO.

Now that it is finally settled that D. Rogers & Co. have gone "where the woodbine twineth," and their affairs have been settled as completely as ever they will be, the writer thought some information about them would be desirable.

The firm was composed of Daniel Rogers and James W. Smith, both Londoners. Rogers, who claims to be of a well-off English family, came to this country about two years ago, and, having am-

ple letters of introduction, secured a position in a Broadway firm. Six months after his arrival came Smith and his wife. Smith claimed to be a London stock broker, and that, owing to financial and some other domestic troubles, the nature of which he kept to himself, he had left home for New Zealand, where some members of his family were engaged in lucrative business. Mrs. Smith's health had been shattered by the voyage, and Smith decided to stop in this country for a short time to allow her to recuperate.

Meanwhile, he had been induced by Rogers to start in the cycle business in Newark. They occupied half a store on Broad street, and later moved to a rookery at 79 Clinton avenue. Just around the corner, on High street, they occupied an elegant house. They undoubtedly sold many machines, for they advertised very largely, and the testimonial they so widely advertised undoubtedly induced many to buy their wheels. By paying for nothing they always managed to have plenty of cash, and they spent it liberally—on themselves—smoking the finest cigars, drinking the finest wines, elegant house, servants, club life, society, etc.

Both men were personally known to the writer for over a year, and they made a most pleasant impression. Rogers was short, about five feet four inches, well built, swarthy complexion, prominent nose, smiling mouth, and with a slightly Jewish cast of countenance. Smith was a fair-skinned, blue-eyed, pleasant looking, and somewhat refined sort of chap; was a great cricket and tennis player. Both were decidedly English in manner, and their speech would betray their nationality anywhere.

When they left Newark, ostensibly for Bath Beach, L. I., they owed butcher, baker, and haberdasher; left not a cent in bank; and a month's rent; chattel mortgages to the extent of five hundred and eighty-five dollars, large amounts to every cycling paper, all the monthly magazines, and a number of country papers and city newspapers. They also owed a member of the Citizens Club fifty dollars; two Chicago cycle dealers two hundred and fifty-two dollars, a Milwaukee dealer a large amount, also a San Francisco dealer, and various other amounts, probably amounting to several thousand dollars all told.

If this duo concocted the idea of stopping in the country long enough to swindle "us smart Americans," they succeeded admirably; but we firmly believe they lacked business ability, ran into debt, went from bad to worse, advertised heavily to recoup, and then in a fit of despair, rushed off the stage. They certainly had no credit from the Cunard Cycle Co., all their wheels being sent to them C. O. D. This is the greatest cycling swindle we have ever had, and perhaps the details are worth immortalizing.

LEAGUE HOTELS, N. Y. STATE.

Nyack, John H. Blauvelt, Commercial Building.
Batavia, Charles Klinitz, 1 Centre street.
Weedsport, Brown, Ruebottom & Co.
Utica, Utica Steam Gauge Co.
Hudson, The Clapp & Jones Manufacturing Co.
Syracuse, J. R. Mosely, Gifford street.
Stockport, Empire Loom Works.
Poughkeepsie, H. Von der Linden.
Cohoes, J. L. Lockman.
Yonkers, Nugent & Howell, 1 Deck street.
Tuckahoe, Hodgman Rubber Co.
Little Falls, John H. Maltby, 77 Ann street.
Peekskill, B. F. Ferris.
New York, The Pope Manufacturing Co., 12 Warren street.
New York, George R. Bidwell, 313 West Fifty-eighth street.
Brooklyn, Brooklyn Bicycle Co., 161 Clymer street, N.
Brooklyn, John Westrom, 179 Flatbush avenue.
Moravia, S. B. Alley.
Downsville, C. A. Hanford.
Elmira, John Zimmerman.
Cohocton, P. A. Seeley.
Watertown, Frank Pluche, E. Mechanic street.
Buffalo, E. N. Bowen, Main and Chippewa streets.
Watkins, I. N. Clawson.
Binghamton, E. Gay, 42 Commercial street.
Newburgh, E. Wilkinson, 77 Broadway.
Wappinger Falls, Harry H. Brown.
Elmira, W. H. Longstreet, 114 Baldwin street.
Auburn, E. Burroughs, 86 Genesee street.
Rochester, Thompson & Kenfield, 92 South St. Paul street.
Jamestown, Clark Salisbury, East Second street.
Albany, James Bradley.

WHEEL GOSSIP.

Crocker and Hollingsworth are both training at Lynn.

Stevens is billed for a Fall lecturing tour in England.

Dreirard-Herrenmeisterfahrer is German for championship.

Albany, Ga., has a club named after The Gormully & Jeffery Mfg. Co.

The Columbia team this Fall will consist of Rowe, Crocker and Hollingsworth.

The tricycling championship of Austria was won by A. Sild, riding a "Marlboro Club."

The Boston *Herald* is welcome to such of our paragraphs as it pleases, but do credit us occasionally.

Daisie is mad, because Karl Kron has said nothing about the ladies in that wonderful work—"X. M."

The Illinois Club, of Chicago, will give a "Smoker" on August 10, in honor of its first anniversary.

C. L. Smith, Captain of the Cambridge Club, and Representative Green, of Holyoke, will shortly move to Gotham.

Messrs. Ward and Sutphen, two Newark, N. J., wheelmen, arrived home on Saturday last from a two-week's tour among the Berkshire Hills.

A five-mile bicycle race was decided at Cheltenham Beach, Chicago, on Saturday, July 23. G. Ehlert finished first; time, 17:04½; N. H. Van Sicken, by a yard.

Dr. J. H. Morgan, of Westerly, rode his Star three hundred and fifty-five days in 1886, during which time he covered 2,800 miles in the discharge of his professional duties.

Kentucky clubs amuse themselves during the hot weather with water melon parties. It is the highest art to make some other fellow's shirt-front and a water-melon collide.

Three members of the Lynn Cycle Club, Charles E. Whitten, Fred M. Barnett and Thomas F. Fuller, started last week for a wheel tour through New Hampshire. Wolfboro will be the first objective point.

The town—or is it city—of Covington, Ky., continues to heap honors on Norb. He was city Treasurer, but he has also been appointed City Auditor, so that he now has the pleasure of auditing his own bills.

Messrs. Beckwith, Bailey and Pierce have wheeled from Erie, Pa., to Boston. They went from Erie to Albany, nearly four hundred miles, in eight days, and took the boat for New York. They wheeled the rest of the way.

Judging from the paragraph columns of the cycling press, our esteemed fellow townsman, Cornelius Vanderbilt, does nothing but buy various forms of cycles. The purchase of his thirteenth trike has just been recorded.

It is said that the Gormully & Jeffery Manufacturing Company have offered \$1,000 to hold a grand race meet at Chicago, provided the Pope Manufacturing Company and A. G. Spalding & Bro. will contribute a like amount.

We imagine that "Little" Powers could clip the wings of W. H. Senter, of Rockland, Mass., who signs himself, the "Boy Champion of the United States." Senter writes us that he will ride at the Lynn tournament and will meet all comers.

A club in Fiume, Australia, has joined the League. We cannot see how an Australian club can join a League of American wheelmen, and having joined, we again cannot imagine what possible benefit they will derive from their membership.

W. M. Brewster, Treasurer of the L. A. W., has arrived home in St. Louis, after a short visit East. He expresses himself as well pleased with the reception given him by Boston wheelmen, and the courtesies shown him in Gotham during his short stay here.

Some fast work was accomplished at the Crystal Palace Meet, held July 16, F. J. Osmond won his heat in the mile handicap in 2:38 2-5, and the final in 2:38 1-5; George Lacy Hillier, second by a yard. At the same meet, J. H. Adams rode the last lap of a fifteen-mile race in 39 4-5. A 2:19 3-5 pace.

We frequently receive letters signed thus: John Brown, L. A. W., 13,411. Why is it that men will glory in a mere aggregation of figures, which are of no more interest than the number of a railroad coupon. Plain John Smith, with L. A. W., if preferred, is quite good enough.

The quarter and half-mile tricycle records made on July 12 by Kiderlen, were beaten on the 13th by F. W. Allard. Allard rode a trial mile at Coventry, covering the quarter in 40 2-5s, 1-5s, inside record; and the half in 1:20, 2s, inside record; three-quarter, 2:00 1-5; the full mile occupied 2:43 3-5. These are professional records. Allard rode a Club tricycle.

The following social runs are announced by Captain Wallburg of the Dorchester Club. August 7, Nantasket, start at 9:30 A. M.; August 14, Hough's Neck, Quincy, start at ten A. M.; August 28, Brockton, start at 9:30 A. M. These runs will start from the club room, Lower Mills, promptly at the given time. Wheelmen of the vicinity are cordially invited to join with them.

A new mile tricycle record was made at Long Eaton, England, on July 12, by E. Kiderlen, the Dutch champion. In a trial against the watch he cut all records for the fractional distances as well as at the mile. His times were: Quarter-mile, 40 3-5s.; half-mile, 1:22; three-quarter-mile 1:59 2-5; one-mile, 2:38 4-5. Kiderlen afterwards attempted to beat the quarter-mile bicycle record, but could do no better than 38s.

Why is it that Boston, of all places in the country the best from a cyclist's point of view, cannot successfully hold a decent race meeting? It has more wheelmen to draw from, it has more personal influence, and it has all the makers, agents and manufacturers ready to assist, and yet we cry in vain for a meeting. There are plenty of clubs in whose ranks can be found able men, why cannot they combine and give us some racing? Now, then, Boston clubs, let yourself be heard from.—*Boston Globe*.

The Owl Club, Chicago, held their ten-mile road-race Saturday, July 23, starting at Forty-third street and Drexel Boulevard and going South past Englewood and Washington Park, East to Oakwood Cemetery, North on Stony Island avenue, back to Washington Park, and back down Drexel Boulevard to the starting point. There were five starters, of whom one, Forrest, stopped at Washington Park. The others finished as follows: H. R. Winship, 36:9, 1st; Harry Fulton, 39:8, 2d; F. T. Harmon, 3d; Washburn, 4th.

A correspondent who wants to make racing interesting, suggests that all races be handicaps, and that a man is beaten when he is once passed. Put A on scratch and B on the twenty-yard mark. If now, A can catch and pass B at any time before the race is finished, he is the winner. This would certainly put a stop to loafing.—*Bulletin*.

This is a good idea, and while it might be an enjoyable feature on a race meet programme, by way of variety, it would not be wise to run all handicaps on this basis, as few limit men have pace. We hope some club will arrange a race of the kind suggested.

It is rumored that the Germantown Club proposes to give up its present quarters on Fairmount avenue and move up town to the vicinity of the asphaltum pavement on Broad and Diamond streets, near the Century Wheelmen's club house. A prominent official of the latter organization remarked, in stating this news, that this means the probable demise of one of the two clubs, as there is hardly room for the two at such close quarters. In fact, the present relative position as to strength of the Germantown and Philadelphia Clubs since the latter has moved into the Germantown bailiwick would indicate that something of the kind had been going on there, and that the club with the best accommodations will invariably attract members from the other.—*Philadelphia Times*.

The Central Wheelmen of Cincinnati will celebrate their first anniversary on September 10. A race meet will be given in the afternoon, an illuminated street parade in the evening, followed by a banquet at the club rooms on Seventh street. All wheelmen are invited to attend, especially those of Ohio, Indiana and Kentucky. The races will take place at Chester Park half-mile track. Entries close at twelve M. on day of races. The Central Wheelmen were organized in September, 1886, with a small membership. Since then they have increased wonderfully, and can now boast of having the largest membership of any cycling club in

the State. The present incumbents in office are: Charles Hampson, President; Hiram B. Klum, Secretary; George W. Robertson, Treasurer; and Will Milholland, Captain. President Kirkpatrick, of the League, will be present at the anniversary and act as one of the judges at the races, and will also make an address at the banquet.

The scorching race of the Dorchester Bicycle Club, to select a team of three to represent the club at the Fall meeting of the Eastern Road-Racing Association, was run over the twenty-five-mile course from Dorchester Lower Mills to Needham and return, on Saturday afternoon last. The day was terribly warm, and it was hardly expected that many would enter, but when only three put in an appearance it created a decided surprise. The starters were Doane, Benson and Marco, but the latter had trained but little, and fell out about five miles from the start, and waited for the return of the two others. The time of Doane for the twenty-five miles was 1h. 40m., and he was closely followed by Benson. The Referee and Timekeeper was T. C. Gage; Starter, M. E. Cummings; Judge, C. E. McLaughlin.

On Tuesday evening, July 19, at Coventry, A. P. Englehart put in the most extraordinary performance on record, by lowering, on a "Brookes" safety, the world's records from one and one-quarter to five miles, both those made by Howell in this country, and by W. A. Rowe in America, and not only lowering them, but fairly smothering them. The night was perfectly still and close, and with Mr. Illston and Henry Sturme clocking, J. H. Staner checking the laps, and J. H. Adams, Fenlon and Buckingham pacing in turn, he accomplished the following extraordinary times, cutting all records from two miles up, and beating Howells's five miles times by over twenty seconds, finishing, moreover, as fresh as paint:

TIMES MADE.		HOWELL'S RECORDS.	
MLS.	M. S.	M. S.	M. S.
1.....	2 40	... ..	2 35 I-5
2.....	*5 26	.....	5 37
3.....	*8 9	.....	8 27
4.....	*10 54	.....	11 14
5.....	*13 35 3-5	.....	14 I I-5

The Massachusetts Division is holding its meet at Martha's Vineyard, on Thursday, Friday and Saturday of this week. The Boston party left on the 4:05 train on Wednesday afternoon. The programme of the meet is as follows:

Thursday—9:30 A. M., meeting of Board of Officers in Town Hall; at 10:30, general meeting at same place; 12:30 P. M., train for Katama, clam-bake at Mattakeeset Lodge; eight P. M., band concert in Ocean Park.

Friday—Ten A. M., parade; formation at nine A. M. at Sea View House; 4:30 P. M. races around Ocean Park as follows: One-mile novice, amateur; one-mile handicap, amateur; one-mile open, amateur; one-mile tricycle, amateur. Entries close with J. S. Dean, 28 State street, Boston, or Sea View House, Cottage City, Thursday, August 4, eight P. M. Reception of members at Casino by Martha's Vineyard club.

Saturday—Nine A. M., sailing excursion on the Sound, returning for dinner; four P. M., base-ball at Waban Park between members of Division and residents of Cottage City; eight P. M., hop at Sea View House.

"The recent action of Mr. Luscomb in resigning from the Executive Board of the New York and New Jersey Team Road-Racing Association, for reasons as explained in his letter which appeared in THE WHEEL of last week, is worthy of much praise. The League, while it 'regulates the government of all amateur sports connected with the use of the wheel,' was organized primarily to 'ascertain, defend and protect the rights of wheelmen.' It is unnecessary to inform any one that road-racing is illegal, all know it, and all cyclers hereabouts know also, that sooner or later such scenes as are enacted twice each year at Orange will result disastrously to the good of the cycling cause. The highway monopolized to the exclusion of traffic, horses rudely seized by the bridle, and their drivers forced off the public road, profanity and vulgarity heaped upon the heads of any who remonstrate or attempt to proceed uninterruptedly upon their way, are incidents little calculated to amplify our boasted virtues, or grant us favor before a court of justice. We made a great hue and cry about our rights; should we not then respect the rights of others? Can we expect justice when we are unjust ourselves?"—"BON" in *Bulletin*.

N. Y. STATE DIVISION MEET.

At a meeting of the committee held on Tuesday evening, it was decided to hold the State meet at Cooperstown, Friday and Saturday, September 23 and 24. Full details will appear in this paper next week.

JONAH'S JERSEY JOTTINGS.

I am sorry to be obliged to open my tale of Jersey doings this week with bad news. Last week I told you of the grand scheme of the Roseville track managers to create and stimulate public interest in this vicinity in first class track racing by establishing bi-weekly meetings in connection with the ball games. I told you that arrangements were being made to begin the experiment next Saturday. I have received a letter from Secretary Willever, in which he says, that owing to the recent heavy rains, which have injured the track, the meeting set down for August 6 has been postponed of necessity to the 20th. By way of compensation, however, a tournament on a more elaborate scale will be given, twelve races being proposed for the programme, including the club championships, the opportunity for which it is thought will be gladly embraced by several. It is expected to run the affair on an elaborate scale. Suitable prizes will be offered and the advertising will be liberal. It is promised that Rowe will be on hand, and that in all probability Whittaker, Crocker, and Hollingsworth, if they are in the East as expected, will be among the competitors. Notwithstanding the attractions offered, the patronage of the public will be invited by cheap prices—twenty-five cents probably for admission, with ten and twenty-five extra for the grand stands. The particularly bad news contained in Secretary Willever's letter is to the effect that the negotiations with the base-ball people for the semi-monthly meets have failed, the proposers having been unable to make the diamond sportsmen see the advantages to be gained by appealing to the lovers of two kinds of sport. It is a pity, for the double attractions could not have failed to draw a large crowd that might have created a more rational foundation for confidence in future dividends to the stockholders.

Tommy Burnet, of the U. C. W., tells me of a run Patersonwards, last Sunday, by himself and several clubmates, and of their hospitable reception and guidance by Messrs. Romaine and the Shuit, of the P. C. W. "Nice fellows, those P. C. W. boys, hey?" asked Tommy. I readily assented, mindful of their many favors to me in the shape of news at dull seasons.

By the way, the K. C. W. boys will have to look out for their laurels, as the P. C. W. has a squad that drills weekly, and constant practice makes perfect, you know.

Fired with the spirit of emulation and mindful of the success of the recent U. C. W. county road-race, I hear that the Plainfield Bicycle Club is seriously contemplating giving a ten-mile championship road-race for Union County riders. This is a good omen. The Plainfield men made a very creditable showing at the recent runs at Roseville and Westfield, and proved that they have a good stock of available racing material. Why is this club, with its seventy or more members, not in the Road-Racing Association? I ask this question repeatedly in the hope that "constant dripping may wear the hardest stone away."

A FEW WORDS ON ROAD-RACING.

And, by the way, do I commit an offense now in mentioning the existence of such an association and an inferential interest in its prosperity? In the face of the able and exhaustive official pronouncement of my friend, Mr. Luscomb, on this subject, and that, too, backed with so much editorial commendation in THE WHEEL and the *Bulletin*, may I be permitted to raise a humble whisper of dissent from this wholesale prohibition of the crime of road-racing? Now, my pleasant intercourse with Mr. Luscomb on several occasions in the past, when I have had the chance to differ with him, has proved to me that he has the good of wheeling and all legitimate sport connected therewith at heart, and that he is sincere and outspoken in his expressions of opinion. It is pleasant, to put it in a seemingly paradoxical way, to differ with such a man, and an honor to discuss any question with so fair an antagonist. He will, I am sure, do me

the courtesy to grant that my motives are alike good and my expressions of opinions alike sincere. Wheeling is my recreation, my exercise, my hobby, in fact, my bread and butter, and although I have never done, nor probably never can do, as much for the L. A. W. as Mr. Luscomb has, still I claim to have its prosperity and its work for the benefit of us all as much at heart as he has. Any opinion of mine as to the legal bearings of the question issued, of course, justly, have no weight beside his; but I must confess that my confidence in the manifest and undoubted illegality of road-racing is considerably shaken, when I reflect that Mr. Luscomb was one of the prime movers in the establishment of the Inter-State Road-racing Association. Now, I think I know Mr. Luscomb so well as to know that had his long legal experience made him cognizant of the fact that road-racing was illegal, he would never have assisted in the delivery and nurture of an infant, whose avowed purposes were illegal, and, therefore, in this case, detrimental to the cause of the wheel they sought to promote. His awakening, therefore, to the "irresistible logical conclusion" that the traveling of more than one bicycle or tricycle at one time over the public road at a fast pace is "unlawful, and should be disapproved and discouraged," I must conclude is of recent date. In justice to Mr. Luscomb, I must confess that I have made no "careful examination of the question in its legal bearings." Had I, and had I been gifted with his acute perception, I too might have been overwhelmed, as he has been, by the awful discovery of the crime I was aiding and abetting. But I have not. I have never heard over here, in this benighted out-of-the-world State, of any statute regulating the speed at which one or more vehicles might go over the public roads. If there ever was one, it belongs, I venture to say, to the way back of time, and has long since been forgotten. I know, as well as Mr. Luscomb does, that the common law says that "every man must so use his own as not to injure another's," or, in other words, that every man must enjoy his own rights in such a way as not to interfere with the rights of others. It is in the common law, I think, that Mr. Luscomb must rely solely for his sweeping statement, intended, I assume, to embrace the whole country. Now, the common law is a law above everything of reason and admits of reasonable interpretation. Now there are times when men in the enjoyment of their rights do interfere with the rights of others. Houses are moved and roads are blocked. Processions impede traffic. Stands are erected for public speakers, and the streets are occupied. Mr. Luscomb will say: "But these are necessary evils, and are permitted for this reason." To a certain extent this is true. The Tough Boys' Target Company, and Agitator Denis Blatherskite should undoubtedly be respected in their desires. This is reasonable. Why is it not reasonable, then, to extend this indulgence a little further? John Turfman is allowed to speed his trotter against Billy Gofast's nag on St. Nicholas avenue. The ball fiends at the Polo Grounds daily make Harlem a bedlam with their yells. Great yacht races block the Narrows with a flotilla, and rowing regattas interfere with navigation on our rivers. Yet no one thinks of applying this rule of the common law, or of the statute law either, if there be such a statute, to put a stop to them. In the interests of sport the inconveniences are submitted to with commendable courtesy. But let two, or a dozen, or twenty, or more, bicycle boys get out on a country road for a trial of speed, and the cry goes up that human rights are being violated, and road-racing must be "disapproved and discouraged." Come now, is this fair? Why should the wheelmen be selected as being the main and only aggressors? I tell you it is against the wheel that the persecution is directed. Let us demand the same reasonable courtesy toward the wheel, in the interpretation and enforcement of the law, as is extended toward other sports. And where is all this great inconvenience? The annual team road-race perhaps brings out the biggest crowd of spectators and the largest number of racers. Yet what is the inconvenience occasioned? A crowd collects at a single point, to be sure, and there may be a delay of a moment or two to passing vehicles. In a quarter of an hour the racers are strung out with room enough for all. In all these races I have neither seen nor heard of any reluctance on the part of drivers to give the wheelmen their share of the road. Whatever complaints may have been made come from the enemies of wheeling, who seek every opportunity to prejudice the public mind against it.

Their efforts I am happy to record, have been fruitless. The American love of fair play and heartfelt sport is too universal and strong to do wheelmen injustice. This readiness to knuckle in to every stray prejudice is an evidence of weakness that will be a stumbling block in our fight for our rights. Let us stand firm and demand for wheeling the same reasonable and liberal interpretation of the law of *meum* and *tuum* accorded to other sports. From my conversations with representative wheelmen over here I fear Mr. Luscomb can look for little support to his too generous (to use a mild adjective) policy. As to any L. A. W. legislation, it strikes me that the members at large will have to be heard on that. Trusting that Mr. Luscomb and the editors of THE WHEEL and *Bulletin* will accept this difference of opinion in the spirit in which I give it utterance. I remain, as ever, yours for the best interests of the wheel.

Aug 3, 1887.

JONAH.

HOW TO SECURE BETTER ROADS.

Mr. Charles Richards Dodge has something to say on this very interesting subject in the August *Outing*. It is a work, says Mr. Dodge, for the League of American Wheelmen to become interested in. A work that would do it far more honor than anything it has yet done. The League has done good work in the touring department and in obtaining for wheelmen their rights on the road, but it is now time for it to take up the subject of improvement of roads. Engaged in such a work as this, the League would enlist many wheelmen who are now outside its fold, and with so grand an object in view, might double or even treble its membership.

Coming down to the details of the whereforeness of the how, Mr. Dodge thinks the League should plan and direct the scheme, and the League members, operating through their State Divisions, should accomplish the work in their own localities.

The first work is to bring about a change in public opinion, then in the laws relating to the building and proper maintenance of roads. The system of working out road taxes should be abolished.

To quote from Mr. Dodge:

"As I have intimated, the League's part in the scheme would be to arrange the preliminary work, which would be on paper, as a matter of course. Imaginary lines of travel should be laid out between distant points, in every direction, which would constitute chief routes between prominent cities or cycling centers. Then, by careful study, and actual surveys when necessary, it should be ascertained what rideable highways already existed upon or near these lines, and the localities where poor roads were the rule, indicated. The work thus intelligently laid out and systematized, the country could be marked off into districts, and the wheelmen of a given district put in charge of the undertaking. A bureau of information should be established, and money used in the collection, compilation and publication of matter relating to road building; to digests of existing laws upon the subject, with suggestions looking to better ones; of information for farmers and others showing the money advantage to a community of having good roads, and, lastly, arguments which the bicycling citizen or townsman could employ in his efforts to convince opponents of the necessity for good thoroughfares. The work should be pushed steadily and unceasingly, always keeping the bicycle in the background, to the end that an unfavorable public sentiment shall not be aroused. At the outset little would be accomplished, though if the result should, in ten years, be but two or three fairly well-surfaced straight-aways of 1,500 or 2,000 miles each in two or three directions, a great deal would have been accomplished."

We send marked copies of this week's WHEEL to many residents of New York, Staten Island, Hoboken, Jersey City, and other adjacent towns, who have not previously been notified, to call at 12 Warren street, and pay \$1 there for their specially-labeled copies of "Ten Thousand Miles on a Bicycle." Recipients of this paper, with the present paragraph marked, who prefer to have the volume forwarded by mail, will please send \$1.20 to Karl Kron, at the University Building, Washington Square. If any prefer not to claim their half-price copies at all, they are requested to send notice to him there, in order that he may put them on sale at the regular rate of \$2.

WHEEL GOSSIP.

The L. A. W. has 115 active members.

The Omaha Wheel Club has forty-two members.

E. R. Drew, Massachusetts Club, was in town on Friday.

A. B. Rich and Jesse Powers will compete at the Cleveland tournament.

Lynn talks of a tournament for Saturday and Monday, September 3 and 5.

The Harlem Wheelmen had a run to Long Branch on Saturday and Sunday.

The Bloomfield, N. J., cyclers will hold several hare and hound runs during the Summer.

Y. Morrison, Montreal Bi. Club, is in town, the guest of the Citizens Club. He is on an extended wheel tour.

Robert J. Dick and J. Howard Clapp, of the Yonkers Bicycle Club, have been doing a number of long distance tours of late.

The *Wheelmen's Gazette* has been purchased by the proprietors of the *Wheelmen's Record* and will be run as a monthly as heretofore.

Four New Orleans wheelmen, on a tour to Niagara Falls, passed through Covington, Ky., last week. They left New Orleans July 4.

Pittsburg and Allegheny City are going to share a quarter-mile cycle track, to be built at the Pittsburg Driving Park, inside the trotting track.

Albany wheelmen are trying to induce the ladies to ride. It is rumored that Mr. and Mrs. R. C. Folger intend to purchase a tandem and start the ball rolling.

At Omaha, July 17.—Ten-mile professional bicycle race—J. S. Prince, 33:59; S. G. Whittaker, 33:59½. Five-mile bicycle race—Knapp, 15:58¾; Ashinger, 2d; Eck, 3d.

The Missouri Division had a surplus of \$515 from the League meet. Half of this they turned into their treasury, and half of it they turned over to the League treasury.

St. Louis Wheelmen talk of forming a stock company, for the purpose of building a general club house and track, all the clubs to be interested, but each to keep their individuality.

Tom Eck writes us that the Gormully & Jeffery Mfg. Co. will have a racing team this Fall. They will train at Roseville, where they will arrive about August 10. Eck will take care of them.

Engleheart has ridden five miles in 13:35 3-5, doing the miles in 2:40, 2:46, 2:43, 2:45, and 2:41 3-5, a remarkable performance. He rode a highly geared safety, being a very powerful rider. No ungeared wheel can ever be driven at this pace.

Secretaries, or members of Athletic or Bicycle Clubs, will, of course, very soon require badges or medals, either in gold or silver, for competition. By addressing E. R. Stockwell, manufacturer, 19 John street, designs will be sent for inspection. **

Records.—English professional records made July 9, by R. H. English, at North Shields: 12 miles, 35:05; 14 miles, 41:05; 16 miles, 46:58; 17 miles, 49:55; 18 miles, 52:54; 19 miles, 55:09. Total distance covered in the hour, 20 miles, 800 yards.

Says a newly-converted wheelman: "My dear fellow, when I take a step now I feel that I have a leg under me. There is no uncertainty about it. It does not wobble at the knee, as of old, and threaten to desert me at a critical point. In short, I'm a new man."

LONDON, August 1, 1887.—Temple, of Chicago, won the one-mile professional bicycle handicap race at Bridlington to-day. Morgan, of New York, was second, and Woodside, of Philadelphia, third. The five-mile international bicycle race was won by Woodside in 14m. 50¾s.—*Cable*.

We had a pleasant talk the other evening with Mr. McCann, proprietor of the Mt. St. Vincent Hotel in Central Park. The hotel is about 104th street near Fifth avenue. It has a cool dining hall, and is surrounded by broad verandas, which make a delightful dining place. The service is positively first-class, and the prices reasonable. The waiters have standing orders to make a reduction of twenty per cent to all cyclers. This amount is deducted by the cashier, without troubling the wheeling guest. It is a most delightful place to have a late lunch or an early breakfast.

The Philadelphia road-race for the Tryon cup will probably take place over the Lancaster Pike; the authorities have given permission for the contest

At its regular meeting, held Tuesday evening, the Long Island Wheelmen voted to withdraw from the N. Y. and N. J. Team R. R. A. on the grounds recently stated in THE WHEEL.

Woodside Breaks Records.—At Long Eaton, July 21, W. M. Woodside broke the English professional record for ten miles. His times were: 1—2:52; 2—5:50; 3—8:41; 4—11:25 4-5; 5—14:18; 6—17:12; 7—20:00 2-5; 8—22:58; 9—25:47; 10—28:34 2-5. The previous record was 28:58.

It is rumored that the Troy Bicycle Club and the Albany Wheelmen are making arrangements to hold a joint tournament, probably at Island Park, between the two cities. Troy has eighty-five and Albany sixty-nine League members, most of whom belong to either of the above-mentioned clubs.

The Worcester Bicycle Club, will hold a race meet August 13, at Agricultural Park. Event: Team race of four men to each club, open to Worcester County clubs only; one-mile race between Midgley and Rolston, representing the Worcester clubs; besides these are a number of club races.

The N. C. U. gains a case—A butcher named James Curnick, who was also a "bit of a boxer," deliberately drove over two tricyclists on the Ripley Road. Two tricyclists demanded apology, but were cuffed, boxed, and insulted. Met a party of wheelmen, who helped them capture the boxing butcher. Boxing butcher fined £15.

The Berkshire County Wheelmen, Pittsfield, Mass., have elected the following officers: President, E. H. Kennedy; Vice-President, J. N. Robbins; Secretary, S. England; Treasurer, E. F. Hill; Captain, C. C. Kennedy; First Lieutenant, W. H. Sheridan. The club is very prosperous; forty members and a plethoric exchequer. By the way, Mr. President, what are the duties of that Vigilance Committee? We are interested.

The Yonkers Bicycle Club have taken possession of their new club-house on South Broadway. They have a reception room and reading room, gymnasium and billiard parlor, where they can while away the hours when the weather is unfit for cycling. Next week some of the members start on a long trip through Northern New York and the Berkshire Hills of Massachusetts. The third race for the five-mile handicap gold medal has been postponed for five weeks. D. G. Holbrook is the present holder, having won it twice. When it has been won three times by a rider it becomes his personal property. The Club is in a flourishing condition.

Arrested for Reckless Driving.—Messrs. Walter and Howard B. Mings were arrested in Fairmount Park, Philadelphia, on Friday night last, for alleged reckless driving. The wheelmen were on the right side of the main drive and rode steadily ahead, carefully and quietly. Behind them came one Mr. Cairns, of the Coroner's office, who took umbrage because they did not get out of his way. Cairns complained to the guard, the wheelmen were arrested, and at the hearing held on Monday afternoon, the Magistrate discharged them, Mr. Cairns having failed to appear. Doubtless he discovered over Sunday that he had made a contemptible ass of himself, and so let the case drop.

A chapter in professionalism.—On a recent Sunday Whittaker and Ashinger rode a five-mile race at Omaha, Neb., and, of course, Whit. won. Whit's backer, a Mr. Penrose, won much shekels, of course, and so did Ashinger's backer, one Hebrew named Eckmann, of sporting proclivities, and this is how he did it. Of course the astute Hebrew knew that Ashinger could not win, so to Whit. he goes, and tells him he will back him if he will promise to ride straight. Whit. promises, and astute Hebrew borrows from everyone in town and backs Whit. Meanwhile other parties who wanted to get astute Hebrew's money got Whit. to promise not to win, and they took every bet the Hebrew offered. When race came off, Whit. kept his first promise by winning, thus making money for his backer, money for himself, and money for astute Hebrew, who cleaned out the outside goslings, who flutter at the skirts of speculation and generally get roped in by those on the inside. Astute Hebrew flits the town forgetting to pay back the money he had borrowed. It's a polar day when the astute Israelite gets left.

SUMMER SAUNTERINGS A-WHEEL.

FIRST PAPER.

TWO STAMFORD CYCLERS ABROAD—NOTES AND IMPRESSIONS OF THE OUTWARD PASSAGE.

The collar boxes had been packed; business cares shaken and partings taken; and the beginning of our mid-summer pilgrimage was a smooth run down the Sound on the Shady Side to New York, an experience unimportant, except to those who seldom go by water; to us it was but a pleasant preliminary to the longer and more varied seagoing which we were booked for upon the Wisconsin, which left Pier 38, N. R., at 4:30 P. M.

We went aboard at 3:30, and from that time, on the confusion of the second Babel—almost—deepened and gained in volume until the clanging of the last bell ordered ashore all who were not going over. Such a going to and fro and in and out would have done credit to a monster hive of bees, as those parting words—many of them last words, doubtless, this side of eternity—were said, in varying degrees of emotion and excitement.

Nature, very unpleasantly for us, began to weep also, and we slowly steamed out of a very showery and misty New York harbor.

Tuesday night was a rough one, but the weather king smiled all day Wednesday, and the convalescents were on deck in numbers. In the shade of the life boats were various groups, among some of which, from appearances, that old, old story was being rehearsed. There were brides, of course. Novel, indeed, to us was the picture of the boundless deep, on all sides, where sky and sea meet.

We are so far out now that very few ships are seen, and each one attracts more attention than its predecessor, for, in our isolation, like a man going down, we catch at anything. There is a charm in studying the ever-varying blue-green water, as the sun light plays upon it. A fine breeze has all day supplemented the steam that drives us along none too fast, for the old tars had shaken out some canvas early in the day. Those old sailors are a study in themselves, and are interesting. Away forward in the bow of the ship is the lookout, a bronzed old salt, ever on the watch for danger to the ship and passengers. His keen eye is constantly peering into the vague beyond, over the trackless, sun-lit sea, for he says that at any moment a wreck or some hidden thing may be struck by the vessel. There are two lookouts on duty at night, and one during the day. Jack, evidently has time for living over again events of years gone by, from the time he took to tobacco, and ran away to sea, until the present.

To return to the sunny deck aft, where the favored ones are, it is surprising to see how much attention and care the prettiest woman secures. She commands—or could—the whole ship! Verily the mild power wins.

Knots of tourists chat of and plan journeys, and Paris seems to hold its own pretty well with Bologne, Brussels, Dieppe, London, etc.

It's true that the greatest drawback to this tour is the "surplus of water," and the time taken in getting over it, but we shall be only the more glad to set foot again on terra firma, and begin our first cycling trip, from Liverpool to London.

On Wednesday afternoon we passed a toy ship, about three feet long, sailing west, may be bound for Boston, which some one had possibly lost overboard. The little thing looked lonely on the restless bosom of old ocean, and all eyes were upon it until it was lost among the whitecaps far astern. One young lady passenger became in a mild manner demented, caused by the excitement of embarking and the first day out, and was taken in charge by the stewardess. The Dr. via, is an exceedingly gallant man, and very popular among the ladies.

Jack tars were quite a crop in the ship's rigging, this morning, oiling it, and if their emulsion of the ducks before a storm, means anything, we may have one, in fact there was quite a shower before they came down, and we shall ever after this beware of Jack aloft.

Le Capitaine already has such an English accent and pronunciation that one of his room-mates thought him a young English nobleman returning from an extended American tour.

It is pleasant and more or less profitable to study the various phases of humanity on shipboard, from the royally silver-plated of the after deck select circle, to Jack, the lookout, away forward; from the pretty French maid giving reading les-

sons to her charge, the lee side the life boat, to a steerage man asleep in a big coil of rope on the fore deck, in the shadow of the sail.

During "lulls" conversation dropped upon the subject of base-ball, and as in usual cases far from the scene of action, there were some experts on board, whose powers were evidently away out of the common order. There were exquisite evenings of melody in le grand saloon, and as if to in a way counterbalance them, there were song and banjo solos away up on the forward deck, which in their picturesque grouping were a cross between a Southern camp meeting and a Salvation Army gang.

As we approached the Banks of New Foundland, Jack reefed a couple of the sails aft, out of respect to the fog and mist that began to appear, and possibly he was sensible, but we were in a hurry to get over, which will take a day or more.

When Jack gets hold of a rope we have noticed that there was as much "yo ho-e!" as pull, but he "eventually arrives there."

"Le Cap" disturbed our reverie this morning, wherein we were gliding smoothly over some fine English road en bicycle, by saying that "the sea was like the ship because each had some heavy swells on."

While some are napping below, during the first part of the night, others are playing "nap" in the smoking room for stakes of beans and hazel nuts, not to mention cash.

When ring toss began to wane in popularity with the energetic ones, the game of shuffle-board came to their rescue, and joy was theirs again.

A jolly theatrical man played a good one on the steward when he came for his ticket. The J. T. was rigged up in a special face for the occasion, as an old man, and gave up his ticket. Later, when in his right mind and face, the steward asked for his ticket as if he had not seen him before, and it was some time before he could be convinced that the old man was not a "stow away."

A memorable feature of Friday night was the steam fog whistle, and glad were we to get beyond the foggy district.

Our anticipated sense of loneliness and insignificance when out on the mighty deep, was in actual experience but very slightly realized, for after the second day we "trod the deck like kings," albeit the gait was a little unsteady, conforming to the ship's motion.

The weather was much too cool for comfort most of the time, and heavy clothing was the most suitable.

A BURIAL AT SEA.

A poor French woman among the steerage passengers, died on Sunday morning, and was given a sea burial at 4:15 in the afternoon. Two Roman Catholic priests recited a short service and sang a chant over the remains, as, on a board, the sailors held it poised on the ship's rail. The ships colors were wrapped around the body, and removed at the instant of the plunge into the cold and seething water.

That was a sober and awe stricken group standing along the rail and in every available place to see what was to the most of them a novel ceremony. Tears of sympathy were shed by many of the lone French woman's fellow voyagers, and the scene was at once sad and interesting. There was no cessation in the great throbbing heart beats of the steamer's engine—if there had been in the life of the subject of our sketch—and the ship rolled with the same monotonous lurches, the waves broke with the same sullen roar against the prow and side. Jack went about his usual duties, the passengers turned away, and our little floating world moved on much as if there had been no ending of the chapter of a human life.

How at first glance cloud shadows on the sea resemble land, and how charmingly deceptive the vision is for a time, especially to the voyager who is weary of the watery waste that has been so long in view. Some one wanted to know if this slow old steamer carried the mails, and was told that it took only monthly and quarterly papers!

On the sixth day out, our partner discovered something probably never known before in the annals of the sea, viz.: a sailor who did not drink rum nor use tobacco.

An occasional porpoise and sea gull were all that broke the monotony for hours at a time, and the thing was beginning to drag when Tuesday came round, and they began to size up the passengers who were to land at Queenstown, our first stop. There was an anxious inquiry after stray trunks, as is usual with those who did not have them properly marked. This subject, and show-

ers, kept some of them busy for two or three days, and helped pass time.

A dirty Arab was found on board, dressed, or rather undressed in the wretched habiliments of his native land, which consisted principally of some baggy muslin about him, and when in the New Foundland low temperature, the tramp was given warmer clothing a la English by some humane people.

Tuesday's high breezes sent frequent showers of salt spray over the deck, and afforded the ladies an opportunity to scream, and look horrified-ly enchanting or thar'-a-bottom!

A small vessel, bottom up, was seen early this morning, that told its own story of the angry sea, and a pathetic one it was, too. No jesting was indulged in by those who saw it.

Among the queer characters on board was an old man whose failing, besides very much soiled clothing, was an apparent delight in false alarm, which were of a harmless sort, though, and one I will illustrate: He would walk quickly to the rail and gaze intently at some imaginary object, until, perhaps, all the passengers on that side the ship were trying to see what was to be seen, then with a sardonic grin, as he stroked his stubby chin, he resumed his pacing the deck.

As this last page is written the sea is getting smoother, the sun comes out, and the land hungry people again enjoy life on deck, and talk of soon going ashore, although that experience is a day off from the first, at Queenstown, where a small avalanch of mail for "the States" will be left. Queer, to us, phrases already crop up, and the air, and ours, especially "Le Cap's," is getting decidedly English, as the money used on ship-board has been all the way over. STAMSON.

ODDS AND ENDS.

T. A. SMILY, care G. R. BIDWELL, 313 West 58th Street.

DEAR SIR.—I was well satisfied and really astonished to find that I was able to mount, ride and dismount in less than one hour's instruction.

Respectfully, HENRY LANG. June 8, 1887. 405 East 57th Street.

To T. A. SMILY, Nov. 2, 1886.

DEAR SIR.—I am very well satisfied with your instructions, and shall always recommend any of my friends wishing to learn how to ride a bicycle to you as a competent instructor.

Yours most respectfully, WILLIAM RICHTOR. Care of LOUIS WEBER, 19 Harkort Street, Leipzig.

All who have worn the "Z. & S." Supporter pronounce it the best, try it. For sale by Howard A. Smith & Co., Newark, N. J.

The immense popularity of the "Z. & S." Hose Supporter has led Messrs. Howard A. Smith & Co., to make several valuable improvements on them. The improved supporter is just the thing. Send to Howard A. Smith & Co., Newark, N. J., for a pair.

Quilla Rich ought to be an authority on shoes, and when he says Graff's racing shoe is the best he has ever used, the matter is worth looking into.

The Overman Wheel Co. has put on the market a lamp patented by Mr. Harold Serrell. The air is introduced on a level with the flame, instead of at the bottom, which prevents the lamp from going out, even by a strong wind or by the draught caused by a fast pace.

The Kinney tobacco wishes to announce that its cigarettes are made from the finest selected tobaccos, thoroughly cured, and pure rice paper, are rolled by the highest class of skilled labor, and warranted free from flavoring or impurities. Every genuine cigarette bears a fac-simile of Kinney Bros. signature. This firm are sole manufacturers of many celebrated standard brands, including Sweet Caporal, Caporal one-half, St. James, St. James one-half, Ambassador, Entre Nous, Straight Cut, and Full Dress.

MAN WANTED.—Wanted a man with a thorough knowledge of the Sporting Goods business to take charge of a Retail Department. Will give an interest to the right party. Address, P. O. Box 444.

Mr. Henry C. Haskell, the John street medal maker, has just completed a fine sharp-shooting trophy for a Southern regiment. It is an artistic combination of a rifle, a target, and a knap-sack, the latter being represented by black and grey enameled gold, to set off the black leather of the knap-sack and the grey coat. The trophy is further enriched with diamonds. The cost is \$150.

Messrs. W. L. Fish & Co. advertise some big bargains in our For Sale and Exchange columns.

Off to Cottage City.—Messrs. G. R. Bidwell, W. J. Gilfillan, F. P. Share and C. S. Luscomb left Gotham on Wednesday evening for the Cottage City meet. We are willing to bet that Captain Luscomb will spend most of his time bluffing, that Mr. Share will make love to the Nantasket girls in pure latin, and that our Chief Consul will hob-nob with C. C. Hayes and evolve new plans for League progress.

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed.

These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

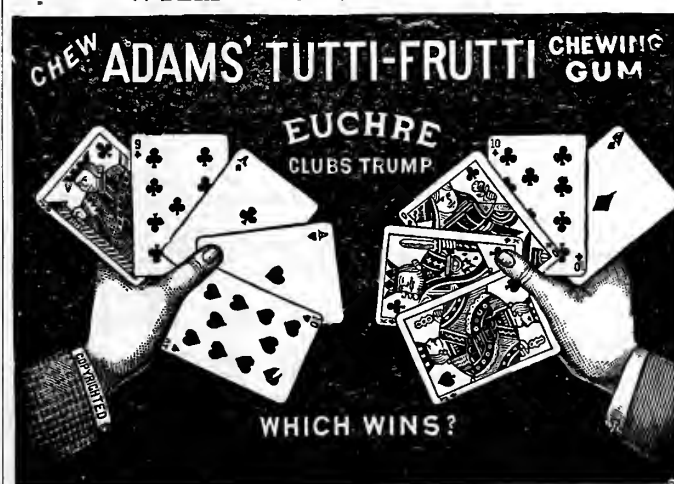
PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst*. Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst*. Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World*.

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M.D., LL.D

BIG BARGAINS.

1, Coventry Rotary Tandem, 1886 pattern, hollow rims, tangent spokes, ball bearings, cradle springs, lamp and bell. In fine order aside from wear of tires. Price \$95.00.

1, 54 New 1886 pattern American Rudge, never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish" saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition, \$50.00.

The above machines are sold to make room for manufacturing saddles, and are not "wrecks" sold for a purpose, but are as represented.

Sent C. O. D. upon receipt of cash amount of charges both ways.

APPLY TO

WM. L. FISH & CO.,

69 Roseville Ave.,

Newark, N. J.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—A Facile Bicycle in good condition; used but little. Price new \$136; will take \$80. For particulars address Wm. J., Jr., Asheville, Box 308, N. C.

FOR SALE.—All high grade makes of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. box 92, New Jersey.

WANTED.—One 52-in. Expert Columbia and one 52-in. Standard Columbia. State condition of wheels and particulars. Address Willard Hamman, Millwood, Kos Co., Ind.

FOR SALE.—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Bradt, L. A. W. 15632, Johnstown, N. Y.

FOR SALE.—42-in. American Safety Bicycle, enamel and nickel, good as new, price \$65; 46-in. Safety, price \$70. E. I. Horsman, 80 William st., New York.

FOR SALE.—36-in. Kangaroo Bicycle, enamel finish, in perfect order, good as new; price \$90. E. I. Horsman, 80 William st., New York.

52-IN. Yale, enamel and nickel finish, Fish saddle, in perfect order, slightly shop worn; price \$65. E. I. Horsman, 80 William st., New York.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crippler Running Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED.—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. **FOR SALE CHEAP.**—52 inch Standard Columbia. Box 75, Wappingers Falls, N. Y.

FOR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—56-inch, Full Nickled, Expert, 1885. In first class condition. Address F. W. Lang, care of Ideran Bicycle Club, 71 Lincoln Place, Brooklyn, N. Y.

FOR SALE.—52-in. Expert Columbia, full nickled, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE.—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbus avenue, Boston.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickled. "2" All nickled except rims. "3" Wheels enameled, balance nickled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	2	2
45	50	Standard Columbia,	90.00	50.00	5	4	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
47	54	Expert Columbia,	127.50	85.00	4	2	4
51	52	American Rudge,	112.50	75.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	Hf, Nk,	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
87	55	Spalding Racer,	140.00	50.00	4	1	4
90	52	Royal Mail,	137.50	80.00	3	1	4
91	50	English,	100.00	40.00	5	3	3
95	55	Spalding Semi Racer,	140.00	55.00	4	1	4
98	55	"Racer,"	140.00	50.00	4	1	4
99		Sparkb'k Hum. Tdm.	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	4	2
118	48	"	115.00	75.00	3	4	4
120	54	Imperial Challenge,	150.00	80.00	1	2	4
123	52	Sanspareil,	127.50	85.00	4	2	New
124	52	Sans. Light Roadster,	137.50	90.00	4	2	4
125	42	Special Star,	120.00	80.00	4	4	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	"	120.00	80.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspareil,	130.00	70.00	4	1	2
136	51	Special Star,	130.00	95.00	1	1	1
137	42	Standard Columbia,	90.00	40.00	3	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
143	56	Humber L't Roadster,	150.00	55.00	4	2	4
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	55.00	3	3	4
149	51	Special Star,	135.00	90.00	3	ball	2
153	52	American Rudge	112.50	75.00	4	2	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	100.00	4	1	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	4	4
159	54	Standard Columbia,	110.00	60.00	1	3	2
160	53	Royal Mail,	140.00	85.00	3	1	2
161	54	Rudge L't Roadster,	145.00	105.00	4	1	1
162	45	Special Star,	65.00	40.00	4	2	2
163	51	"	70.00	40.00	4	2	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	40.00	5	4	2
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
170	56	Victor,	132.50	105.00	4	1	1
171	53	Col. Lt Roadster,	137.50	100.00	4	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
178	52	Sparkbrook,	137.50	120.00	4	1	1
179		Crippler Tri.	180.00	125.00	4	2	2
180		Hbr. Tandem,	260.00	225.00	4	2	1
182		Crippler Tri.,	180.00	140.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	85.00	4	1	2
189		Col. Tri. (3-track)	180.00	75.00	4	1	1
192		Cunard Tandem,	250.00	150.00	4	1	5
195		Sparkbrk Hbr Tdm	265.00	200.00	4	2	1
196		Genuine	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tdm.	250.00	180.00	4	2	4
200	42	Standard Columbia	80.00	30.00	5	4	2
201	48	"	87.50	40.00	5	4	3
202	50	Challenge	95.00	50.00	3	2	4
203	54	Mail	110.00	65.00	4	1	4
207	51	Special Star	130.00	85.00	3	2	2
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
210	56	Harvard Special	145.00	85.00	3	2	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
214	52	American Rudge	112.50	80.00	4	1	2

CORRESPONDENCE SOLICITED.

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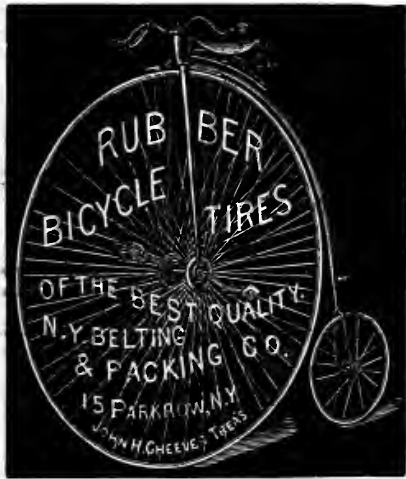
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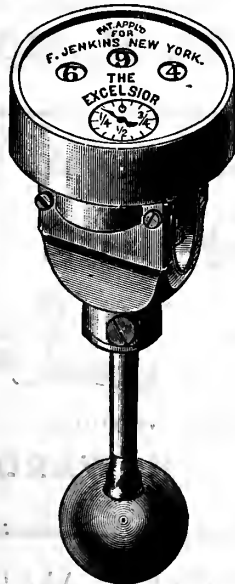
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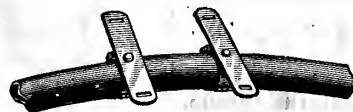
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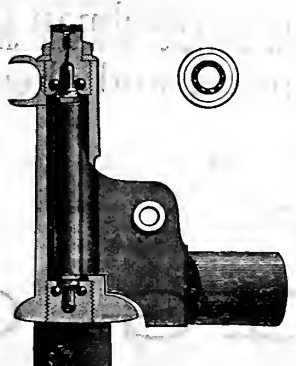
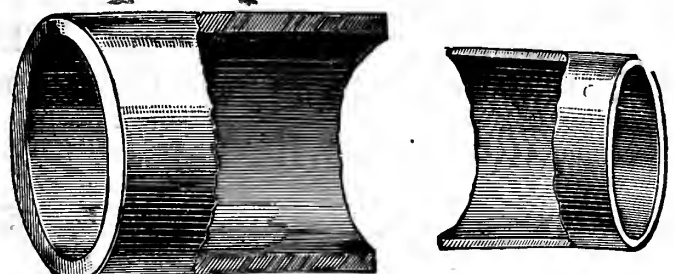

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A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, AT NO SINGLE TIME SINCE JANUARY have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE,

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We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

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THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

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IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

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Vol. XII.—No. 20.]

NEW YORK, AUGUST 12, 1887.

[WHOLE NUMBER, 306.

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THEY ARE WORTH IT.

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Gentlemen:

Permit me to quote from the *Bicycle South*, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full-nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the *Bicycle South*, I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will always be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

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Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Champions are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

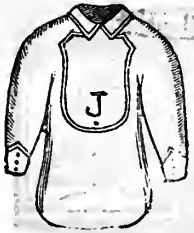
Yours, &c.,

A. E. OLIVEIRA.

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NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.
 STAR first and second in 1-mile Novice.
 " " second and third in 1-mile STATE CHAMPIONSHIP
 " " " " " 2-mile " "
 NEW CASTLE PA., JULY 4, 1887.
 STAR WON Hill-Climbing Contest.
 " " 1-mile Open.
 " " 2-mile Open.
 " " 3-mile Lap Race.
 DETROIT, MICH., JULY 10, 1887.
 STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.
 STAR
 WON
 FIVE FIRSTS:
 1-mile Novice.
 2-mile 6.45 Class.
 1/2-mile Boys' Race.
 1-mile STATE CHAMPIONSHIP.
 3-mile " "
 TERRE-HAUTE, IND., JULY 13, 1887.
 STAR FIRST in 1-mile Open.
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ST. LOUIS, JULY 10, 1887.
 THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Crank, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

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1, 54 New 1886 pattern American Rudge; never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish" saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition, \$50.00.

The above machines are sold to make room for manufacturing saddles; and are not "wrecks" sold for a purpose, but are as represented.

Sent C. O. D. upon receipt of cash amount of charges both ways.

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FOR SALE—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Bradt, L. A. W. 15632, Johnston, N. Y.

FOR SALE—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Cripper Running Tricycle, 36-in., first wheel 23; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. FOR SALE CHEAP—52 inch Standard Columbia. Box 75, Wappingers Falls, N. Y.

FOR SALE—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE—52-in. Expert Columbia, full nickeled, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE—56-in. Standard Columbia; good condition; ball bearing front, full nickeled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 239 Columbia avenue, Boston.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
43	35	Invincible Safety,	\$135.00	\$75.00	4	2	2
44	36	Kangaroo Safety,	130.00	60.00	4	2	2
45	50	Standard Columbia,	90.00	50.00	4	5	4
46	55	Rudge Lt Roadster,	156.50	80.00	4	4	4
47	54	Expert Columbia,	127.50	85.00	4	1	2
51	52	American Rudge,	112.50	75.00	4	2	1
57	56	American Club,	150.00	75.00	4	4	2
71	54	Columbia Expert,	127.50	75.00	Hlf.Nkl.	4	4
80	44	Facile,	130.00	70.00	4	1	1
87	55	Spalding Racer,	140.00	50.00	4	1	1
90	52	Royal Mail,	137.50	80.00	3	3	3
91	50	English,	100.00	40.00	5	1	3
85	55	Spalding Semi Racer,	140.00	55.00	4	1	1
96	55	Racer,	140.00	50.00	4	1	1
99		Sparkb'k Hum. Tdm,	265.00	200.00	4	4	4
106	50	Col. 2-track Tricycle,	160.00	110.00	1	2	4
117	51	Special Columbia,	120.00	50.00	5	3	3
118	48	Special Star,	160.00	95.00	4	4	4
120	54	Imperial Challenge,	150.00	80.00	1	4	2
123	52	Sanspareil,	115.00	75.00	3	2	2
124	52	Sans. Light Roadster,	127.50	85.00	4	4	2
125	42	Special Star,	137.50	90.00	4	4	4
130	51	Special Star,	120.00	80.00	4	4	4
131	51	Special Star,	125.00	85.00	3	3	3
131	51	Special Star,	120.00	80.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	4	2
134	52	Standard Columbia,	92.50	50.00	4	4	4
135	56	Sanspareil,	130.00	70.00	4	1	1
136	51	Special Star,	130.00	95.00	1	4	2
137	42	Standard Columbia,	90.00	40.00	3	4	4
139		Quadrant Tandem,	275.00	225.00	4	1	1
141	54	Columbia Expert,	140.00	95.00	1	1	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	2
143	56	Humber Lt Roadster,	150.00	55.00	4	2	2
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	55.50	4	3	4
149	51	Special Star,	155.00	90.00	3	ball	4
153	52	American Rudge,	112.50	75.00	4	2	2
154		Col. 2-track Tricycle,	160.00	110.00	4	2	1
156	56	Victor ('86 pat.),	132.50	100.00	4	1	1
157	48	Standard Columbia,	85.00	50.00	4	5	3
158	48	"American Star,"	90.00	50.00	1	4	4
159	54	Standard Columbia,	110.00	60.00	5	1	3
160	53	Royal Mail,	140.00	85.00	3	1	1
161	54	Rudge Lt Roadster,	145.00	105.00	4	1	1
162	45	Special Star,	65.00	65.00	4	4	4
163	51	Special Star,	70.00	70.00	4	4	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
166	50	Ideal,	80.00	40.00	1	5	4
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
170	56	Victor,	132.50	105.00	4	1	1
171	53	Col. Lt Roadster,	137.50	100.00	4	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	130.00	4	1	1
178	52	Sparkbrook,	137.50	120.00	4	4	2
179		"Cripper Tri.	180.00	125.00	4	2	2
180		"Hbr. Tandem,	260.00	225.00	4	2	2
182		"Cripper Tri,	180.00	140.00	4	1	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	65.00	1	3	2
185	52	Humber,	150.00	70.00	4	1	1
188	52	Victor,	155.00	75.00	4	1	1
189		Col. Tri. (3-track)	280.00	85.00	4	1	1
192		Cunard Tandem,	290.00	150.00	4	1	1
195		Sparkb'k Hbr. Tdm	285.00	200.00	4	1	1
196		Genuine	250.00	200.00	4	1	1
198	52	American Club	180.00	75.00	2	2	2
199		Genuine Hbr. Tdm.	250.00	180.00	4	2	2
200	42	Standard Columbia	80.00	30.00	5	4	4
201	48	"	87.50	40.00	5	4	3
202	50	Challenge	95.00	50.00	3	2	2
203	54	Mail	110.00	65.00	4	1	1
207	51	Special Star	130.00	85.00	3	3	4
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
210	56	Harvard Special	145.00	85.00	3	2	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
214	52	American Rudge	112.50	80.00	4	1	2

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- No. 6.—52-in. St. Col. Nickel except rims. K. of R. lamp, bell. Good cond. Price \$56.
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- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
- No. 36.—48-in. Star. Good cond. Price \$50.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
- No. 45.—48-in. Harvard. Enam. Balls to both wheels. Good cond. Price \$60.
- No. 26.—52-in. Singer. Enam. Price \$20.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 48.—44-in. Crypto-geared Humber Tandem made to order. Cost \$325. Price \$200. Fine cond.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$110.
- No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
- No. 54.—51-in. Am. Star. Nickel except rims. Big bargain at \$56.
- No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
- No. 58.—36-in. Kangaroo. Balls all over. Price \$56.
- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
- No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
- No. 63.—54-in. Exp. Col. Enam. with nickel wheels. Good cond. Big bargain at \$60.
- No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.
- No. 66.—42-in. Ideal. Prime cond. Price \$30.

This Week's Bargains.

- No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
- No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.
- No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.
- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 72.—50-in. Stand. Col. Enam. Price \$45.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 74.—48-in. Special Otto. Fine cond. Bargain at \$40.

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Bi CYCLE Tri



THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

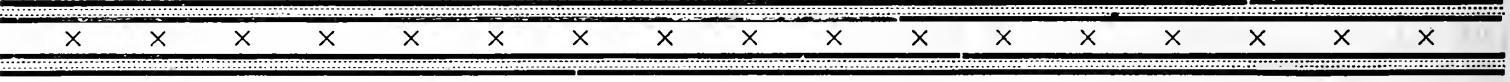
THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile on the road in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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TRANSPORTATION NOTICES.

CENTRAL VERMONT RAILROAD CO.
 Passenger and Baggage Department.

Special Notice No. 8.—Instructions to Station Agents and Baggage Masters:

On and after June 10, 1887, Bicycle will be received and forwarded in baggage cars at the rate of 50 cents each bicycle, for any distance under fifty miles, and for longer distance, at the rate of ½ cent per mile in addition to the 50 cents for the first fifty miles.

When tricycles are offered for transportation, you will refer party presenting same to Express Companies or freight department. Tricycles should never be received for transportation in baggage cars.

HERBERT BRAINERD,
 General Baggage Agent.

(Signed.) S. W. CUMMINGS,
 General Passenger Agent.

Yours truly,

G. R. BIDWELL,

For Com. on Transportation.

ST. ALBANS, June 8, 1887.

"Through the efforts of Charles A. Sheehan, Secretary of the Manhattan Bicycle Club, New York city, the Iron Steamboat Co. of New York have been induced to remove the tariff heretofore charged for carrying bicycles on their steamers. Therefore from this date wheels will be carried free on the steamers on their Long Branch and Coney Island routes, continuing through the season of 1887." Yours respectfully,

(Dictated.) G. R. BIDWELL.

PEDAL AND PATH.

The Evening Post Association, Hartford, Conn., sends us a copy of "Pedal and Path," a 244-page book, wherein George B. Thayer, of Hartford, details a tour a-wheel from Hartford, Conn., to San Francisco.

The preface is homely but sensible, and gives us a keynote to the book, which we should judge to be an ordinarily interesting account of Mr. Thayer's wheel experiences. The author was induced to tour to dissipate "a feeling of discontent with the monotonous routine of a dozen years' close confinement to mercantile life." Who of us have not experienced this same feeling? How many thousands, aye, hundreds of thousands are tired to death of the dry-as-dust drudgery of business life. The same thing over, day in and day out, and the worst part of it is that most of us have contracted such responsibilities, that there is no such possible thing as "throwing it all to the dogs."

However, to return to Mr. Thayer. The transcontinental traveller had taken little dips into

rural delights, but these only served to whet the appetite, and so the great journey was attempted.

The tour a-wheel was 4,239 miles long, passed through twenty-three states and territories, and occupied seven months. Altogether, 11,000 miles were traversed by wheel, boat and train. Stops of from one day to three weeks were made at the principal cities.

The special points of interest visited were: Hudson River Highlands, Catskill Mountains, Niagara, Pike's Peak, Salt Lake, Tahoe, the Calaveras Big Trees, Yosemite Valley, the California Geysers, Monterey, Columbia River, Shoshone Falls, Yellowstone Park, Black Canon, Royal Gorge, and Marshall Pass.

The publishers are the Hartford Evening Post Association.

NEW YORK CLUB'S MILEAGE.

The New York Club members have been out in force during the hot days of July judging from the month's mileage, 13,015. This will compare more than favorably with the mileage for July, '86, 5,472 miles, or with that of July, '85, 4,586 miles.

Some of the big mileages—to August 1—are held by the following gentlemen:

Joseph M. McFadden, 1,475; F. M. Daniels, 1,340; J. H. Hanson, 1,182; E. J. Shriver, 846; Harry M. Archer, 791; E. M. English, 688; A. L. Paynter, 772; A. J. Patterson, 584; F. W. Kitching, 585.

The biggest mileage of the month is credited to Jos. M. McFadden, 473 miles; Harry M. Archer comes next with 248; J. H. Hanson, 199; E. J. Shriver, 162; A. L. Paynter, 173; F. M. Daniels, 120; F. H. Kirby, 119, and James B. Roy, 116. Two long one day rides were: E. J. Shriver, 103 1-2, and J. O. Jiminis, 101 1-2.

THE RIVERSIDE WHEELMEN.

THE EDITOR OF THE WHEEL:—The Riverside Wheelmen is the name of a new bicycle club, with headquarters at 108th street and Western Boulevard.

It has a membership of about twenty, most of whom are members of the L. A. W., and this memberships is increasing rapidly. The situation of the club house is unsurpassed, as it is within fifty yards of Riverside Drive and within two blocks of the Central Park. The initiation fees are small and the dues but \$1 per month.

The officers are: J. L. Miller, President; C. Dorr, Vice-President; E. A. Powers, Secretary and Treasurer; A. F. Menge, Captain.

THE MASSACHUSETTS MEET.

On the 3d of August, four Gothamites, in search of a sensation, started eastward on a pilgrimage.

One was a high League official, and the others were Long Island Wheelmen.

Impressed with the glittering attractions programmed for the meet of the Massachusetts Division, L. A. W., they ordered the Captain of the Pilgrim to make his course in the direction of Cottage City, M. V.

A little matter of accommodation for the other guests on the Pilgrim induced our party to leave at Fall River, and travel to their resort by other channels.

Thursday morning, at nine o'clock, the gorgeous yellow and black blazer and spotless white flannel breeches of the Chief Consul of Massachusetts were sighted from the steamer, and fifteen minutes later we were in the arms of Bassett, Kendall, Howard, Corey, Davol, Slocum and the rest of the jolly boys, who keep the L. A. W. from falling off the Hub, while the universe is in motion.

At Cottage City two more Long Island Wheelmen joined the party, and the ball was duly opened with libations.

After disposing of the meeting of the Massachusetts Division, at which a prominent object of attraction was the graceful and unique attitudenizing of the C. C.'s legs, under the table, we proceeded to get in order for the clam-bake at Katama.

This was alleged to be a Providence River clam affair. Davol, who keeps himself and part of his wheel in Rhode Island, denounced the injustice of the statement all the way down to Katama, and the rest of the party denounced it all the way back.

The only really excellent feature of this trip was the comfort experienced in the Mann Boudoir cars with which the railroad line from Cottage City to South Beach is equipped.

Returning from the clam-bake, all parties indulged in the seductive swim, and displayed the bicycle development to the envy and discomfiture

of the blazer tennis dudes, and the admiration of the girls.

Friday was the great day of the meet. The parade in the morning, when all the girls assembled on the bluff and looked sad because they had to be alone. The races in the afternoon, where the Springfield Roadster representative became uncontrollably joyous at the success of his machine. Track poor, time over four minutes, and, luckily, no falls. After the races, Dr. Tucker (No. 59) Selectman of the city, entertained a few of the representative wheelmen at his beautiful residence. Perhaps no further suggestion of the nature of the entertainment is needed than to remark that when, shortly after imbibing, the Dr. conducted us to the tower of the house, two of our company, one actually a New York man, fell up stairs!

In the evening, the grand reception of the Martha's Vineyard Club to the L. A. W. was given at the Sea View. The ladies were, as ever, lovely, and Fritz and the Dr. were gallant and devoted, as usual. A good old gentleman from St. Louis read a story (serial) at C. C. Hayes, and we were sorely afraid lest Hayes, thinking upon his St. Louis trip last May, might fall into a reminiscent mood and astonish the old gentleman; but he kept his mind fixed upon the yellow and black blazer, and was safe.

Like all good things, the ball finally closed, but not until all the sojourners at Cottage City had ample opportunity to judge what bicycling accomplishments for the human leg.

Saturday, at 8 o'clock, the steamer Island Home excursions to Nantucket. All of our party had heard thrilling accounts of the wild whirl of excitement characteristic of that ancient island, which every one calls "quaint," so we put aside our spare cash, locked up our watches, buttoned up our overcoats, and started out armed. Fritz, who was the most courageous man in the party, took his baggage, intending to stay a month.

The ocean trip is glorious, and after two and one-half hours we reach Nantucket, and find—peace, real, actual, undeniable, absolute, undisturbed quiet, so powerful that it rises right up and strikes you, as with a sand club. The advertisement says that people must sleep when they come to Nantucket. This must be the principal amusement, for nothing else is possible. After a sad and exhausting parley, we purchased a horse and wagon for one dollar and fifty cents, with permission to kill the horse and break the wagon. Unfortunately only one whip and no dynamite went with the rig. Expectant, yet apprehensive, we essayed a start; the horse had only been educated up to a slow walk, and was totally unacquainted, except with frequent and prolonged halts. Nep, who was with us, wielded the whip, and yelled with admirable persistency for three-quarters of an hour, but it availed us nothing, the horse was unimpressible.

For the benefit of wheelmen, I may say that the streets of Nantucket, where they are not paved with grossly inconsistent cobbles, are eight inches deep with sand.

We saw the old mill, which has been in constant use since 1767, but at the earnest solicitation of the Congressman, refrained from carving our names, etc., on the wood-work.

It was with considerable surprise that we encountered a modern dinner at the Springfield House, both in price and substance. Due admiration for the young lady waitress, judiciously expressed, procured us an excellent dinner, the only disappointing element being the beer.

At this place Fritz demolished a window in his frantic emotion upon discovering a pretty girl walking past the hotel. Under the circumstances it was excusable in his case.

Cottage City, upon our return, was bustling with life, many yachtmen and other very salt gentlemen, who sought to look very yachtmanlike, thronging the hotels and indulging in conversation to which ball bearings, Rover safeties, Humber tandems and like terms were foreign idioms.

For the benefit of all who may feel an inclination in that direction, it must be publicly declared that the vaunted amusement of "bluffing" at Cottage City, is a grievous disappointment, and that he who pins either his faith or his glove upon it as an entertainment, will experience a distinct sensation of solitude.

Sunday saw the final departure of the remaining wheelmen. Many had left on Saturday and luckily so, for the presence in large numbers of the rural excursionist, while affording opportunity to wonder upon the infinite variety of human kind, is apt to prove obnoxious when it comes too close.

We had some at dinner at the Pawnee. One

of the specimens, evidently greatly satisfied with the bill of fare, partook of all the items, seriatim, including two soups, two fish, three boiled, three roasts, four entrees, all the vegetables, relishes and dessert, and when informed that the lemon pie was gone, concluded to take chicken pie as a substitute. One of his companions, anxious to display his varied accomplishments and familiarity with the usages of polite society, dexterously caught and distributed salt from the common salt-cellar with his thumb and finger, buttered his corn with his fingers and shoveled or propelled the smaller articles of food into his mouth with a graceful and elegant wave of his knife, effective both in general style and freight carrying capacity.

Sunday afternoon witnessed our departure from Martha's Vineyard, with excursionists all over, around and on top of us.

Dr. Kendall, with bull "Bess" in tow, had already gone. George Bidwell, Harry Corey and the Bicycleette went away Saturday night. Perkins and Parker were on the boat with us; and save a few youthful enthusiasts, who rigidly observed the necessity of spelling out their club name in full, whenever two of their number assembled, and Hayes, Bassett, and Howard, who were making a little vacation of the trip, the Massachusetts meet of 1887 was at an end.

He who dreams of endless revels and wild, frenzied hilarity, need not seek Cottage City. He can get more of it at home.

This statement is made with confidence, as the result, not alone of personal experience, but of careful consultation with others present and eminently qualified to give a reliable opinion. The individual in charge of the Columbia Bicycles and Tricycles, opposite the Pawnee, should be addressed with becoming humility and respect, for he is a very important person and as rare as the night-blooming cereus. It is a satisfaction to know that, although a rider, he is not a member of the L. A. W.

The Massachusetts Division numbers in its membership lots of good fellows, whom it is a pleasure to meet. Our party were caught by Dr. Kendall and promptly introduced to some mysterious substance, made in Boston, but still not of beans. We know not what it was, but it was so good.

Slocum of the R. & P. Committee, genial and goodhearted as ever, was full of welcome. Bassett shot off one of his iridescent puns and was only restrained from further assaults by the threatening attitude of the Executive Committee, who, in the persons of Hayes and Bidwell, were carefully and ominously observing him. For a time there was a grave doubt whether Corey or Hayes was more popular with the ladies, but the blazer-white-flannel combination settled the question emphatically, and the poor far-away from home Gothamites did not have even the suspicion of an opportunity. Contrary to his usual experience Fritz was unsuccessful and morbidly unhappy therefrom.

Prial and THE WHEEL met the party on the dock at New York, entertained them with a champagne breakfast and sent them back to business rejoicing.

FOSSIL.

JONAH'S JERSEY JOTTINGS.

This delightful change in the weather should be a subject of congratulation to us all. The alternate rains and hot waves of the past six or eight weeks have kept even the professed toughs off the roads a great deal. The bicycle dealers complain of the unusual weather making the dullest Summer for years. But with the arrival of the comparative cool wave hope stirs once more in the breasts of all, and full Luna has her worshippers a-wheel again.

With so many beautiful riding districts within two hours' steaming of New York, I often wonder that the wheelmen do not more generally extend their jaunts beyond the radius of often-traveled roads. As clubs, perhaps the Brooklyn boys follow this plan more systematically than the others. Every Sunday finds some twenty or thirty of these on trains or steamer *en route* to some new riding ground. There is perhaps as much wandering done by the members of other clubs, but not under an organized system. I meet scattered parties of two or three Jerseymen; but they do not seem to travel in bodies of any size. What can be greater sport than to start off with a party of jolly good fellows; wheel twenty miles; sit down to a dinner, which is also a feast of reason and a flow of soul; and then wind up with a digestive spin before getting on the homeward train? Such a trip costs but three or four dollars at the outside.

One thus lays in for the week a stock of health and a supply of pleasant reminiscences of new scenes.

I had my first run over Monmouth County roads yesterday. My chum and myself put his tandem on the cars and in an hour we were deposited at Red Bank. On our way down we had a chance to see an example of the proverbial way in which Providence looks after and saves the *genus* D. F. We were riding in the baggage car, and had stopped at one of the waystations, when two boys jumped on the front platform, "unbeknownst," as they thought, to the conductor. He saw them, however, and went forward with the brakeman to gather them under the shadow of their official wings. At the sight of them the boys were seized with panic, and attempted to jump from the train, which was going at fully twenty miles an hour. The train hands grabbed them and a struggle ensued, during which one of the boys let himself drop off backward. The signal was given to back up, and visions of paying for several Sunday jaunts by graphic telegrams to the New York dailies floated before me. As we approached the spot of the D. F.'s exit the boy got up and walked off apparently unhurt. Just my Jonah luck! Was so dumbfounded that I did not even telegraph so much as "a wonderful escape from death on the rail."

Arrived at the station we inquired for the Rumson road, to explore which was the main object of our journey. We had heard so much about this Rumson road that we expected that the denizens of Red Bank would be even more impressed with its existence as the eighth wonder of the world than we were, and that volunteer reception committees would meet all those that stepped off the trains, on the natural assumption that they had come to see the Rumson road. We asked our way from several depot loiterers and were met with an almost helpless stare of ignorance. Finally from an assorted stock of directions we selected two that happened to tally. "Go down the main street as far as you can go, then turn to your left as far as you can go, then turn to your right and go ahead and you can't miss it." So said our guides, and we followed their instructions implicitly and with blind confidence. But we did miss it. The next one appealed to directed us to the right and said we would strike the Rumson road about a mile on. We meekly, with diminished faith, followed instructions and plunged into a desert of sand. After much perseverance and perspiration we found a smooth road, followed it a half a mile, and at last reached what we were told was the Rumson road, though we were loath to believe until we had been assured that it really was by numerous inhabitants. Not that the road did not come up to our expectations, but you see that hope deferred had made our hearts sick of believing.

The Rumson road is indeed deserving of all that has been said of it. It is a broad, well-kept, clay highway, some six miles in length. For the first half of the way it runs through a beautiful farming land. Further on it is skirted by elegant modern country residences with broad green lawns and gorgeous flower beds. On the right we see the Shrewsbury river thickly dotted with pleasure craft, and over the stream the cottages and hotels of the line of watering places. At the end of the road there is a bridge, when one is reminded that the wheel is a vehicle by the collection of a toll. This crossed and we are on the broad Ocean Avenue, extending from Sandy Hook to Deal. Southward we turn our pilot wheel and roll rapidly over the smooth roadway with an unbroken line of beautiful cottages on our left sharply outlined against the blue of the sea, stretching out and out until it blends with the blue of the horizon. Next to come are the Ocean Hotel and Long Branch, and further down the West End, with the Pennsylvania Club, where cluster the devotees of the expensive ball bearing wheel, near at hand. The broad avenue, dividing rows of elegant Summer mansions, ends at pretty Elberon with its quaint cottages. You all have read of the avenue and have perhaps been over it. It is as delightful a stretch of six miles of wheeling as one could desire to come across and is well worth the trip down by cars or boat.

The Summer residents do not appear to take much sensible advantage of the opportunities the avenue offers for a healthful wheel. Near the West End I saw a sign "Bi-tricycles to let," but could find no trace of proprietor or machines, so I imagine there was not a very lively business done.

Indeed I met not over a half a dozen bicycles on the road, and by the attention our tandem seemed to receive, I imagine that this style of machine is rather a rarity there. In fact the only evidence I saw of the progress of the wheel in Long Branch was the equipment of the district messenger service with bicycles. It did my heart good to see the little chaps rigged in cycling garb.

Was accosted by a member of the lately organized Manhattan Bicycle Club, of New York, who told me of the rapid growth of his club, which has now thus early forty on its rolls. The Sunday before eighteen of the boys had come down on the boat for a run.

After we had taken our dinner and enjoyed a plunge in the surf, we took an early train home, as we were not out for miles and had seen what we came for. At Red Bank, Johnson and Smith, of the Orange Wanderers, got on the train. They had come down early in the morning, had gotten off at Mattawan, and ridden to Freehold, thence to Long Branch by the way of Pleasure Bay, and thence to Red Bank by the Rumson road. They reported elegant roads all the way, superior even in stretches to the Rumson.

The Orange Wanderers, by the way, have given up for the present their proposed race meeting at the Roseville track on the 27th, owing to the want being supplied by the tournament of the 20th. In the Fall it is very likely they will repeat their most successful attempt of last season. It is to be so hoped, as they have the experience, enterprise, and money to conduct an afternoon's sport, and offer sufficient inducement in the way of prizes to bring out large and first-class fields.

The following is the programme decided on for the tournament at the Roseville track on the 20th: 1—one mile novice; 2—two-mile dash, open; 3—club race; 4—two-mile handicap; 5—one mile professional handicap; 6—one-mile tandem, open; 7—one mile handicap; 8—club race; 9—one mile lap, open; 10—two-mile professional handicap; 11—club race; 12—consolation race. The club races will be filled as applications are made. The programme is certainly attractive and should give the flyers and the novices every chance. The managers have the promise of Rowe's presence, and the assurance of a fair field of professionals. The entries should be sent to Secretary J. C. Willever, at 115 Arlington street, Newark, N. J.

Some extensive touring is being done by Jersey cyclers this Summer. Elgin McBurney and F. Gubleman, of the Hudson County Wheelmen, are off on a long tour to Buffalo, and Niagara, and through Canada; while Wm. Eldridge, of the same club, has just returned from a trip a-wheel to the Water Gap.

Six prominent long-distance riders of the Passaic County Wheelmen started up the east bank of the Hudson on Saturday on a tour to Lake George, from Newburg they wheeled along the west bank of the river.

JONAH.

August 9, 1887.

ATHENIAN WHISPERINGS.

Allusion has been made to the North Shore trip of Dr. Bogman and wife of Providence, and a few particulars may prove interesting. As is well known the Doctor only became interested in cycling this last Spring, and since the advent of his tandem, at his home, a dozen others have appeared and enthusiasm runs high.

The genial Doctor and his charming wife left Providence Tuesday morning, July 26, pedaling to Bristol, and thence by a detour to Brockton and Nantasket. Thence to Boston by steamer, and to Nahant by same mode of travel. From Nahant to Marblehead Neck via Swampscott, a wheel, continuing journey up North Shore, and arriving at the Pavilion Hotel, Gloucester, Saturday night. Sunday was spent quietly in strolling about the city or visiting the nearer Summer resorts, and Monday morning the justly famous tour of Cape Ann was made in company with a couple of tandem friends met at Gloucester. Reaching Magnolia Monday evening, the night was spent at Willow Cottage, the League hotel at this resort, and the journey homeward would have been resumed Tuesday morning, via Essex, but for the rain which came on just before daylight. Toward the latter part of the afternoon, however, the start for Salem was made, and on Wednesday morning the couple embarked again on the Nahant steamer for Boston, arriving in time to join the

Massachusetts Division party en route for the meet at Cottage City. The Doctor expressed himself as well pleased with North Shore roads and threatens to come again and bring a crowd. May it be our pleasure to meet him, and show him some good wheeling whenever that occasion may be ripe.

* * *

I learn that the Doctor is no scorcher; that he can make the dust fly upon occasion, but infinitely prefers to travel in such manner as will give himself and companion the best possible chance to see the country through which they may be passing. He believes in frequent stops, in a slow, comfortable pace, and in thoroughly enjoying every inch of the way. And, if it is thought that a stop of several hours or twenty-four hours in some picturesque spot will add to the pleasure of the tour, the stop is made. This makes a delight of cycling, which the scorchers (single, double, or bicyclar) will never understand, because they never have any time to try the experiment. But Mr. and Mrs. B. have had the experience of a tramp through picturesque Europe, as a ground-work for their enjoyment of the wheel, and what they fail to see in their saunterings is usually not worth seeing.

* * *

Among recent cycling items I find the account of a horse that was so charmed by a bicycle, that he ran into it, and threw the rider twenty feet. I saw a road hog, a few days since, who was so charmed with a tricycle, that he wouldn't let it go by, and whenever its rider attempted to pass, whipped up his horse to head it off. There was an exchange of compliments, more earnest than polite, after which a coolness sprang up between the drivers of the two vehicles, and they separated. But this is nothing to the story told by a friend of mine, who sometimes uses the bicycle in company with a friend of his upon horseback. Upon one occasion, after riding together several miles, it was thought best to give the horse some water, and accordingly the animal was reined up at a convenient watering place. The horse turned his head, however, and when he perceived that the bicycle had slowed up, and was not coming to the trough, he also refused to take another step, and only approached the trough after the bicyclist had dismounted and led his machine up to water. Several other similar tricks and freaks were indulged in during the run, all of which go to show that a horse may not only get used to a bicycle, but actually show partiality for its close companionship. The writer can furnish the papers for this if desired.

* * *

Mr. H. S. Owen and nine other members of the Capital Bicycle Club, of Washington, D. C., arrived in Boston last Monday evening, on steamship D. H. Miller, from Baltimore, and Tuesday morning took the steamer for Gloucester where their two days' run through the Essex district commenced. Particulars next week.

* * *

The Massachusetts Club is to have road officers after all. A. D. Peck, Jr., has been elected Captain, and J. E. Trippett, Lieutenant. Mr. Trippett, who is Superintendent of the Art Club Building next door, joined the old club early last Spring. The new organization boasts a membership of seventy-five, and according to various statements, published or otherwise, will have 100 names on the rolls by the first of September, October or November. Call it January, why not? The club has lately been incorporated.

* * *

A delegation of the Brockton Club rode to Chestnut Hill Reservoir last Sunday, which means an all-day run, covering over fifty miles. Two of Brockton's staunchest cyclers, Messrs. Brown and Caldwell, have just returned from a tour in Maine.

Captain Charles R. Smith, of the Cambridge Club, has taken up his abode in New York. On Tuesday evening, August 2, he was handsomely entertained by the members of his club at the Point of Pines. It was a farewell banquet.

The Rovers, of Charlestown, had a delightful run to Dedham last Sunday, and this coming Sunday will visit Nahant. The Nahant run has become quite popular this year with Eastern wheelmen.

On the same day the Roxbury boys will visit Waltham, starting from the corner of Westland avenue and Chester Park. On August 21 the run will be to Downer Landing.

Dr. R. W. Southwell and wife, of Charlestown, visited Gloucester one day last week on a tandem, returning home the next. Despite the rain of Saturday Messrs. Woodman and Darforth, of Chelsea;

F. A. Lane, of Boston; W. W. Gave, of Winthrop, and Benjamin P. Smith and John Hanson, of Salem, visited the Cape, returning on Sunday. The Chelsea boys are to take in Gloucester next week, going down by boat Saturday afternoon and returning by wheel Sunday.

For the benefit of wheelmen who wish to reach the Cape in the above manner, the following information is given: Boats leave Central wharf, Boston, at 9:30 A. M., and two and five P. M., reaching Gloucester in two and a half to three hours. Fare, fifty cents, wheels free, or six coupon tickets for \$2.40. Return trips are made at three and six o'clock A. M., and 1:30 P. M., the early trip Monday morning being omitted. State-rooms can be had, if desired, and can be occupied at any time after eight o'clock the previous evening. No meals served to passengers. STYLUS.

NEW ORLEANS NOTES.

The Division Racing Board met July 24, and fixed Thursday, September 15, as the date for our annual races. In previous years the races occupied two days, and been run on a public highway, with some fifty or sixty spectators generally crowding around the finishing line, composing the attendance. This year, however, all this will be changed. The races will consume but one day and be run on a horse track, which we are assured will be made nearly as smooth as asphalt by the constant use of a steam roller. Instead of charging an admission fee, some 6,000 invitations will be issued, which will doubtless be the means of filling the capacious grand stand to overflowing, besides serving as an introduction of the general public to cycle racing, and perhaps create an appetite for more.

The Racing Board, and our energetic Chief Consul, are working hard. So far they have secured a donation of \$50 from the street car company, several medals, canes, bicycle sundries, and other suitable prizes from different parties. In fact, so successful have they been, that almost every race will have three prizes, and the entire meet will hardly cost the Division more than \$25 or \$30.

The programme, as arranged, consists of the following events: One-mile for boys under eighteen years; One-mile, Louisiana Cycling Club Championship; One-mile, New Orleans Bicycle Club Championship; Half-mile dash; 100 yards slow race; One-mile, L. A. W. State Championship; Quarter-mile, hands off; One-mile handicap; Half-mile, ride and run; One-mile, consolation race; Two-and-a-half-mile, team race, five men to each team.

In accordance with the provisions of the Division by-laws, A. M. Hill has resigned from the Racing Board, as he will take part in the coming races. Mr. Hill left last week for the North, taking his wheels with him in order to train properly while away. Report has it that he will put in considerable of his training on the Lynn track, and bring a Columbia racer with him on his return.

Hill allowed Betts to hold the local twenty-four-hour record for just six days. On July 16, he went at it again, and finished with 159 miles to his credit, and did not find it very up-hill work either!!!

On the 27th ulto., Mr. F. A. Lorber ran over, or was run into on the avenue by a four-year-old darkey. Result: darkey knocked senseless, and carried home; Lorber thrown, breaks a tooth, and bruises himself generally, but carried to jail nevertheless. The trial is set for Wednesday, 3d inst.

Our little Division has taken on a regular boom of late. Some eight or ten applications have been forwarded within the last week or two, which for a Southern State is "immensely grand." We have a hustling Chief Consul who knows how to work, and makes every lick count for something.

The evening of Lorber's accident, C. C. Hodgson chanced to ride up just after F. A. had been waltzed off to the lock-up, and straightaway hied himself to that uninviting den, and, although Lorber was a stranger, and a non-League man, Hodgson went his bail to the extent of \$500. He talked League to him afterwards though.

Our latest production, the Louisiana Cycling Club, completed its organization on July 19 by adopting a constitution and electing R. G. Betts Captain. They held their first run on the 27th, when they journeyed by moonlight to West End, eight miles out. It is the intention to make road-riding an essential feature of the club's affairs, and, with this object in view, he will prepare and send to each member monthly a schedule of runs for the month,

and the man failing to attend at least one of them will be assessed a light fine which will be set aside for the purchase of a medal for the member making the best general average for the year as may be decided on. The schedule for August is as follows: August 6, hare and hound chase; August 14, run to West End via Shrewsbury, thence to Spanish Fort. August 24, run to Kennerville; August 28, run to Lee station. The weather has been so unsettled for the past month or two, the carrying out of any set plan is extremely uncertain.

At the last meeting of the New Orleans Bicycle Club the amendment to the constitution striking out the clause requiring League membership was finally passed. This club also held a run on the 28th,—the first in months. The roads to West End were wet and muddy, hence the run was confined to the asphalt. The New Orleans boys intend waiving their initiation fee for a while in hopes of thereby adding to their membership. Competition is the life of trade—and of bicycle clubs, too.

A somewhat impromptu race about five-eighths mile was run at West End on July 29, for a silver medal and the benefit of a local cause. C. B. Guillotte, H. W. Fairfax, R. W. Abbott, R. G. Betts and A. Buhler were the starters. Abbott won by three feet in 2:17, Fairfax, 2d; Betts, 3d; Buhler, 4; Guillotte, 5. This race was suggested only the day before, consequently there was no training done, but it was nevertheless a close race between Abbott and Fairfax for first place. The tire of Guillotte's rear wheel came off entirely about 200 yards from the start and he was forced to dismount and abandon the contest. All the participants are of the N. O. B. C. except Betts who is a member of the Louisianas.

Of late our friend (?) at Carrollton Gardens has been making himself extremely disagreeable to wheelmen, generally refusing two or three a drink of water and overcharging others; as a result, by what seems to be almost mutual understanding, the boys have steered clear of him and are patronizing other refreshment headquarters, and as he usually made a snug little sum off us, we, or our cash rather, will doubtless soon be missed. Bt.

CYCLING IN CINCINNATI.

With the mercury for days and weeks persistently maintaining a position near the top of the thermometer; with the protracted drought that has parched the earth till the roads are covered with a thick layer of dust and loose stones; icicles are in greater demand than either bicycles, tricycles or tandems. Consequently, there is a marked dearth of wheel notes.

On August 6 the Newport Bicycle Club held a reception at their new quarters in the skating rink corner York and Mayo. They sent invitations to the various clubs in this vicinity, and had a jolly time.

The Central wheelmen are doing all in their power to make a grand success of the races which they will hold at the Carthage fair grounds on August 16. If the mercury does not recede from its lofty position before that time, the races will be scorches from the word go.

Club runs are being made largely in the minds of the club captains and the weary cyclometers are having a much needed rest.

Our new granite and asphalt pavements are being pushed to completion as rapidly as possible, and we will soon have a number of decent thoroughfares to delight the hearts of cyclists.

W. D. K.

MR. T. A. SMILEY,

DEAR SIR:—To say that I am perfectly satisfied with the result of your teaching would be stating the case mildly. As you are aware, when I first went to you I could only balance on the step. In my first lesson I learned the dismount, which had the effect of very much lessening the terror of a bad fall. I felt quite a boyish pleasure from the fact that in my second lesson I rode several times around the little triangle unaided, and before taking my fourth lesson I rode from Fifty-ninth to Sixty-fifth streets, dismounting without assistance, and in the lesson mounted, rode and dismounted a number of times without any aid whatever. All this, considering that I am not a young man, and very far from being a slim one, speaks very well for you as a teacher, and I will gladly recommend you as such to any friend, as much for his good as for yours, as I never was in the least hurt or had any fear of being. Very truly yours,

R. M. SMART,

Engraver on Wood.

Bergen Point, N. J., July 26, '86.

WHEEL GOSSIP.

There are 3,000 lady riders in Great Britain.

Fred Wood is on his way home from Australia

It is reported that Dan Canary is lying ill at Madrid, Spain.

A. B. Rich rode a trial mile at Roseville last week in 2.39 4-5.

L. I. W. wheelmen expect to get into their new home on September 1.

Col. Pope has just returned to Boston after a sojourn at Cottage City.

Kluge is doing fast work on the trike, but does not ride so well on the bike.

Tommy Smith, of the "Cits," has "flit" to Milwaukee to spend his vacation.

We understand that the Harlem Wheelmen agree in the opposition to road-racing.

A. A. McCurdy, of Lynn, is reported to have ridden twenty yards behind 2:35.

At the Speedwell B. C. sports, J. Moore won the mile trike handicap from scratch in 2:54

An effort is being made to have the N. C. U. sanction a meeting between Illston and Temple.

Baggott, of the Hudson County wheelmen, is displaying great form over the Roseville track

The Illinois Club held a "Smoker and Musicale" on the 10th, in celebration of their first anniversary.

The Binghamton Club has advertised for bids for a nine-mile cinder path between Binghamton and Union.

Howard A. Smith & Co. intend to lease the skating rink this Winter and establish a riding Academy at Newark.

The contest for the Tryon cup will take place on September 10, over a twenty-two miles course on the Lancaster Pike.

Through an error, the list of League repairers in New York State, printed in last week's WHEEL was entitled League Hotels.

Knapp and Whitaker, of the Gormully and Jeffrey team, arrived in Gotham on Monday. They are training at Roseville.

Hobart Mason, the nine-year-old son of Elliott, has piled up quite a respectable mileage on his thirty-six inch Columbia.

A cynic describes a wheelman as: "A cycling animal who is always racing, if not with another cyclist, then against time."

Mr. Jens F. Pedersen has been awarded the contract for making the League Championship medals. The design is plain, but rich.

Rich, Hall and Stenken left for Cleveland on Saturday last. Powers did not go, as we erroneously report in another paragraph.

The Lockport, N. Y., wheelmen will hold a tournament at the Fair Grounds, August 18th. Entries close with C. A. Ward, 91 Main st.

C. M. Richards, with the Pope Manufacturing Co., and several friends leave New York on August 17 for a wheeling vacation in the Catskills.

F. W. White, of the Manhattan Athletic Club, took a serious header last Sunday, while going at top speed. His face and head were badly bruised.

It has been suggested that the Inter-Club cup be put up for a final and decisive contest this Fall, and that the Road-Racing Association be then disbanded.

Elliott Mason had a seventy-eight-mile swim down to Bayport, L. I., on his wheel, last Saturday afternoon. He will remain at the seashore for ten days.

Fred Van Mehrbecke, who recently rode across the continent, is in town. He intends to reside in Paterson, where he has obtained a situation in a silk mill.

Through the efforts of Consul Jones the New York and L. I. Steamboat Co. will carry wheels free to Oyster Bay, Cold Spring, Huntington and Northport.

George E. Blackham thinks the League should protect itself by establishing a penalty for road-racing; suspension for the first offense, expulsion for the second.

Joe Pennell is about to start on a seven-week's tour in Scotland. Doubtless, Mrs. Jo will give us a graceful little volume about the doings of "Jo and I" in the land of cakes and thistles.

W. J. Morgan rode a quarter-mile on July 19, at Long Eaton, in the remarkably fast time of 33½ sec. Rowes' record is 35 1-5 sec. Five time-keepers certified that their watches agreed.

Path and Pedal is an interesting contribution to cycling literature. It is a smooth-flowing narrative of what the author saw a-wheel on a tour through this big country. It is nicely illustrated.

We think more race meets will be held this Fall than in any previous year. Almost every club within measurable distance of a track announces that it will "probably hold a race meet this Fall."

Mr. and Mrs. Edward V. Boyman, of Providence, R. I., are visiting Colonel Pope at his residence. They made the trip from Providence on their tricycle, and are said to have taken solid comfort.

A party of the Bay City B. C., of Bay City, Mich., started on their annual tour August 6. They arrived at Detroit on the 8th, en route for Buffalo. The tourists will visit St. Thomas, London, Hamilton and Niagara Falls.

H. L. Cromwell and a party of Brooklyn wheelmen leave next week for the Berkshire Hills. They will journey a-wheel and return by way of Albany and the Hudson river. The party will cover two hundred and fifty miles and will be gone six days.

A BICYCLE THIEF CAPTURED.—The police have detained a man who attempted to sell Messrs. Samuel T. Clark & Co., of Baltimore, Md., a Gormully and Jeffrey Safety. Any person having lost such a wheel should at once telegraph Messrs. S. T. Clark & Co.

The Cleveland Tournament commenced yesterday, and will be continued to-day and Saturday. Among the competitors are Rowe and Crocker, of the Columbia team; Neilson and Rhodes, of the Victor team, Powers and Rich, of New York, and Crist, of Washington.

Harry Etherington, proprietor of *Wheeling*, has started a show in Agricultural Hall, which he has named "Arcadia," and which is a great success, Harry reaping much shekels therefrom. And yet Harry was mad when once we said that he had the true financial nose.

The Detroit Club has sent resolutions of condolence to Mr. L. J. Bates, on the occasion of the sudden death of his wife at Lansing, Mich. Mr. Bates was president of the club for several years and is known to the cycling world at large over his signature of "President Bates."

The *C. T. C. Gazette* might properly be called the "Shoppers' Guide." Each number contains pages of information about the various goods, road-book, coffee-tavern guides and other pamphlets that the Secretary-Editor has on sale; a nauseating aggregation of cheap-Johnism.

The Staten Island Athletic Club intend to celebrate Labor Day—September 5—with a grand athletic and aquatic demonstration. Among the field events, which commence at one o'clock, is a two miles bicycle handicap. For full particulars address F. W. Janssen, P. O. Box 125, N. Y. City.

We think it a good sign that more private tours have been undertaken this year than ever before. Several parties of two or more have crossed the water, others have toured across the continent; some have ventured across into Canada, and in fact, each section of the country has had its tour this year.

STOLEN.—From Baltimore, Md., a fifty-six-inch New Rapid Light Roadster, standard finish, Lillibridge Saddle, T handles, number 3,629; machine nearly new. The wheel is the property of Mr. Lawrence Cheney. Any information will be gratefully received by Messrs. Samuel T. Clark & Co., Baltimore, Md.

A Record Attempted.—F. J. Osmond, the English crack, had a go at the five-mile bicycle record on July 21. Owing to the high wind, Osmond failed by 2-5 seconds. Time: 1—2:45 2-5; 2—5:38 2-5; 3—8:31 3-5; 4—11:27 3-5; 5—14:18 2-5. Hillier had a go at the flying quarter-mile, but only accomplished 35 4-5 sec.; record, 35 2-5 sec.

After six weeks of unsufferable heat and rain, Sunday dawned "fair as a poet's dream," cool, bracing, sunny, blue-skied. The little world of wheels was delighted and swarmed over the roads country-wards. We had a repetition of the dose on Monday, and on Tuesday P. M., as we write this paragraph, it seems criminal that one is compelled to stick to his desk.

The League has decided to take up the Beatrice, Neb., case. A wheelman violated an ordinance prohibiting riding on the turnpike, but the district judge dismissed the case on the ground that the law was unconstitutional. Thereupon the prosecution appealed to the Supreme Court, and the League has stepped in to conduct the case and endeavor to have the judgment of the District Court sustained.

The annual meeting of the Division will be held at Cooperstown, September 23 and 24. The general meeting will be held at 3 P. M., September 23, and the Board of Officers meeting at 8 P. M. on the same day. The headquarters of the Division will be the Fenimore. The details of the meet, programme of entertainment, etc., will appear in THE WHEEL of next week, a copy of which will be sent to every member of the Division.

The very active Long Island Wheelmen have just published a "year book," which is on a par with everything the club undertakes, a model in its way. It is a thirty-two page pamphlet, with lavender colored paper cover and old gold lettering. Attached to the inside of the cover is a finely tinted cut of the club house and of the ground plans of the various floors, arranged to fold up in map form. The book contains the constitution and by-laws, names of officers and committees, and other valuable information.

The Cabinet have all handed in their opinions on the League vs. Road-Racing, and the matter has been submitted to the Racing Board, who will refer it back to the Executive Committee, with such recommendations as they see fit. There is no doubt as to the illegality and injustice of road-racing. The League will undoubtedly recommend that it be discontinued, and it is a question whether it should not even go further than that and positively forbid such competitions, establishing proper penalties, suspension, expulsion, etc., to enforce them. At any rate, it is to be hoped that the Executive will strike some middle ground and that its dictum should be obeyed. There is a great legislative road fight brewing, and the better reputation the wheelmen bear, the more probability will there be of success.

The annual races of the Louisiana Division will occur in New Orleans, September 15, at Audubon Park. The following is the programme of events: 1. Boys' race; one half mile, boys under eighteen years, prize, silver medal. 2. Louisiana Cycling Club race; one mile, prize, silver medal. 3. New Orleans Bicycle Club race; one mile, prize, gold medal. 4. Open race; half mile dash, prize, scarf pin. 5. Slow race; 100 yards, prize, silk umbrella. 6. L. A. W. State Championship; one mile, prize, gold medal. 7. Hands off; one quarter mile, prize, Lakin cyclometer. 8. Open handicap; one mile, prize, silver cup. 9. Open race, ride and run; one half mile, prizes, first, silver-headed cane, second, bicycle stand. 10. Consolation race; one mile, prizes, first, pair bicycle shoes, second, bicycle whistle; last prize, leather medal. 11. Team race; five men each team, two and one half miles, prize, silk banner.

"As regards that elaborate advertisement which I worried the *Pall Mall Gazette* reviewer into printing for me," writes Karl Kron, "and which you tell me is to have the honor of reproduction in THE WHEEL, I can spare time to point out only one of the several places where he shows himself to be 'a little off' in his relations with truth. At the end of the book's contents-table (p. xx.) the fact is proclaimed that all save one of the last dozen chapters are in no way personal to myself; and of the 616,000 words in the entire text, almost two-thirds concern persons and things wherewith I have nothing to do. The index shows that almost 200 wheelmen have contributed 'records' to the book, and that 1500 people are mentioned in it. Nevertheless, the *P.M.G.* man says there's nothing else but Karl Kron on each and every page. I thank him for saying I've produced a 'masterpiece of egotism,' for that's what my preface said I tried to do; but I must warn buyers against hoping to find the author's 'egotism' on more than a third of the pages." All the rest of the 'egotism' in this book is supplied by the 1500 other men."

KENTUCKY NOTINGS.

The Newport Bicycle Club entertained its friends very handsomely on Saturday evening, August 6, with lunch *a la societie* at its headquarters, the old Newport Rink Building, corner of York and Mayo streets, in that city.

The affair was on an extensive scale, and, in fact, was one of the largest gatherings of wheelmen ever held in the State of Kentucky, though a considerable number of the guests were not of the chosen, the men of the wheel.

The Newport Club members vied with one another in extending the hospitality of the evening, and the "hand out" was particularly enjoyable, being served by Becker, a caterer renowned throughout the three cities for his skill in the culinary art.

The only thing that marred the occasion was the speech-making.

Had there been none, the Newport Bicycle Club would be better thought of by its friends just at present.

Mr. L. Buchanan, in a carefully written and re-edited speech, dragged a lot of personal bickerings among the Newport members into prominence, and disgusted everybody with that part of the affair.

In the first place, when the Newport Bicycle Club was organized, some flannel-mouthed member of the Kenton Wheel Club, residing in Newport, went to the members of the new club, and by some very vigorous lying made them believe that the Kenton Club was opposed to their organization, as it wanted all the Newport boys to join its ranks. This was untrue. As I understand it, the Kenton Club was glad to see the Newport Club organized, as it, for one thing, relieved its ranks of some objectionable members whose space was more valuable than their presence.

When K. Lowe, one of the charter members of the Newport Club, and an acknowledged "professional," as the League has it, applied for membership to the L. A. W., the local Consul protested, as was his duty, against his admittance, but Lowe was whitewashed through the aid of Galway, of Cincinnati, and others, and was admitted.

Buchanan, Lowe's chum, now gets up and slurs at the League of American Wheelmen, because one of its officers did his duty.

The whole affair will militate against the Newport Club. I, for one, desire to see fair play, and am not afraid to give the facts of the matter, which are, that there are some Cincinnati people, alleged cyclers, who never mount a cycle once a year, and these parties want to run a club in Kentucky, or pose as its advisers, and having ruined their own club in Ohio with swell-headedness, try to instill contention into the ranks of the L. A. W. in Kentucky, by dabbling in its affairs, when they are unable to conduct the League membership in Cincinnati to suit themselves.

The Newport Club and every decent person should sit down on them and do it hard, too.

But for the unfortunate break of Mr. Buchanan, the banquet was really one of the finest affairs ever given in Newport.

The Avondales' news columns in the *Commercial Gazette* advertised an account of the Newport banquet in its head lines, but nary an account was to be seen.

The favorite run among the Kenton Club men seems to be Middletown. The attraction is not known.

"The subject of wearing the full bicycle uniforms at all times has recently been enthusiastically discussed among Cincinnati wheelmen, irrespective of clubs. * * * Only yesterday there was a large impromptu meeting in this interest, and excitement ran high when announcements were made of proposed fines to be imposed when members were detected in ordinary attire, etc."

The above headed the "wheel column" of a local daily paper last Sunday.

It is the veriest bosh. No such meeting was held. It was a conversation between three wheelmen. Men of business ride daily in the long pants of the day and are never hampered thereby. It is only a few extremists who would keep books, walk the streets, go to bank, to lunch, etc., in knickerbockers, and be yelled at and hooted and stoned. This part of the country is not yet educated up to that point. When the effete East does it, then 'twill be time for us to follow suit.

The Cincinnati *Enquirer*, having been reproached for not paying enough attention to wheeling, last week put a man on the case and on Sunday forthwith came a column and two-thirds of matter, giving a complete history of wheeling

in Cincinnati, and a big boom for the Central's tournament.

The enterprise is commendable, only visitors who expect racing men from all over the United States may be disappointed, though the local talent will do just as good work.

It seems strange that just when a local racing tournament comes off the Kentucky delegation always make it convenient to be away touring, while their rivals, the Avondales, feast over the prizes and boom themselves up at fifty cents per line, as the "flyers" of the world.

Can't somebody be at home on August 16 or September 10.

A MORNING SPIN IN THE GARDEN OF ENGLAND.

Early morning! How little we know about it, yet how charming it is. Such were our thoughts, as we hauled our tandem from its home under the shadow of the Crystal Palace. Without delay we were spinning along through the roads of pretty suburban villas of Anerley, Beckenham, and Bromley, which looked pretty and interesting even to our accustomed eyes, in the pure air and penetrating light of the morning.

But past Bromley, on the London to Sevenoaks road, we soon leave the houses, pretty and otherwise, and ride through a flat bit of country on a good broad road, with woods in the distance, and cosy farm buildings scattered here and there; close to the road is mostly meadow-land, where cattle stand and gaze in sleepy wonder as we pass, flicking the flies with their tails all the while.

A covey of young partridges hide cleverly in the dry grass, and we can scarce distinguish them though we know where they are; the bees are already at work, singing gaily between each little labor; even the butterflies have got up extra early this grand morning, and are flashing about in the sunlight like flowers with wings. But sniff, sniff, what a deliciously tempting smell of strawberries. Ah! see, there is a large field of them, this is Farnborough, and we are in the Garden of England.

The whole county of Kent, I should mention, is called the Garden of England, and never was place more happily named, for this most fertile county is in many parts simply an orchard, and fruit garden on a large scale.

Past Farnborough we have a fine run down hill, rather dusty, but we do not notice that; our eyes are riveted on the opposite range of hills, which undulate charmingly, and on the golden oat fields, backed and framed round, with many a variety of sylvan scene.

From Green Street Green, the next village, up to the Pole Hill Arms, a well known and solitary inn, is one unbroken rise of some three or four miles; this made the cool West breeze very acceptable.

On this bit of road we sighted the first hop garden, looking healthy, but feeling, I should say, the severe drought, lots more strawberries, and several large fields of raspberries; these last looked particularly fine, bushes well filled, and the fruit as large as cherries.

From Pole Hill, the merry cycler has one of the jolliest coasts in the country, a splendid surface to the road, even after this dry weather; it is cut out of the side of a steep hill, which is thickly wooded. Thus, on the right, one sees the trees soaring one above another heavenward, and on the left retreating to the valley below. Through breaks in this left hand wood delightful views of the valley, and the surrounding hills are obtained and lost, all too quickly, as we fly on. And now a turn in the road reveals Sevenoaks sprawling over a high hill in front, the conservatories of its many villas flashing in the sun. Here we leave the main road and turn to Otford, a good specimen of a Kentish village. How neat and clean the cottages are! The little front gardens, how gay with the good old-fashioned flowers, and, oh! ye gods, what an appetizing smell of eggs and bacon!

Otford is well off for water; water runs along the main street, round the backs of houses, and bursts out of walls and all sorts of odd places; the very pond suffers with a chronic overflow. They have a well there called St. Thomas's which is attributed to the virtues of Archbishop à Becket's staff, also the ruins of a palace where the Archbishops of Canterbury in ye olden time loved to lodge—sensible fellows. The old pilgrims' way is still marked out by the dark, storm-beaten yews on the hills that keep guard over Otford.

With hills, ever changing, but ever fair hills on either side of us, we, like the Friar of Orders Grey, down the valley make our way, and thus to Shoreham, the home of Lieutenant Cameron, the African explorer. We are out of the fruit country for

a time, but it is not far off, for I remember walking over a hill near Shoreham, every acre of which, as far as I could see, was planted with strawberries. All along this road past Shoreham to Eynesford the view, though limited, is most pleasing. Lullingstone Park lies on the hills to our left, the property of P. H. Dyke, M. P., and we stop and watch the graceful deer as they run across the open. In the verdant valley between us and the Park, midst thick walls of ancient trees, a large, handsome farm-house is discovered, with a pond adjoining, the whole forming a sweet, calm scene.

At Eynesford we halt at a cool clean inn to partake of the standard concoction of ale and ginger beer, and to watch the little river, Darent, hurrying over the stones and under a miniature bridge, on and on to the great river Thames, like some boy in haste to be a man. We had a long climb out of Eynesford, some of which we walked, but every yard opened up a fresh prospect, so soft and fair and varied, that not even a great red-brick railway viaduct could rob it of its charm. We were all amongst the fruit again now, chiefly raspberries and apples; anon we passed some of the pickers, who come from all parts, even as far as Ireland, to gather in the harvest of the Garden of England. A man wheels a hand-cart, his eyes look bright and fearless, and he walks with a jaunty gait; he is of the better class of picker; in the cart are pots and pans, and sundry mysterious bundles heaped in pell mell. On the top, holding on as best they can, are two small children not over clean, but robust and evidently enjoying the ride. One little fellow shouts out to us in a merry, childish voice: "Ah, that is the way to get along!" The wife walks by the side, and an elder sister of our critic, more unabashed than the others, brings up the rear. Presently we see a regular camp of these people, several tents and huts pitched in a clearing in a wood, a curious sight for England, also gypsies, but they prefer to camp by themselves—strange exclusive race. We found the narrow lanes we were now in but very sorry going, the heavy country carts that carry all this fruit up to many mouthed London, had quite destroyed the surface. But when the straggling village of Orpington was reached, where Ruskin's books are printed, the road became better again, and a smart spurt brought us to Green Street Green, and thus back to the Crystal Palace by the same way we came. The luxury of a bath put us in good form for dinner, and our thirty-eight-mile spin in the Garden of England was voted a nice little round. FREE LANCE.

ACROSS THE CONTINENT.

THE LAND OF MORMONDOM—ROUGHING IT O'ER THE DESERT—THRILLING MIDNIGHT EXPERIENCE—A TERRIBLE STORM—RAILWAY BICYCLING.

It was somewhat past two o'clock when we left Evanston Thursday afternoon, and took a tramp up a mile hill, to coast down the other side. Fairly good roads sent us along flying until about six miles from town, and just on the border of Utah territory, a nice little shower introduced itself to our notice in a rather impetuous manner. With no better shelter in sight, we repaired to a snow fence erected by the railroad, and tearing off some loose boards, put up a pretty substantial hut for myself and bike, which effectually barricaded all attempts of the storm at getting us wet. One hour was here consumed, before the sun made its appearance. By that time the road was a pretty fair specimen of a mud path and we proceeded to walk and push into Wasatch, five miles, for supper. This was taken at a section house, and at 6:30 we pushed on at a rattling pace down a steep incline which made the mud fly and brought us up at Castle Rock one hour later. Here we secured lodgings and several glasses of milk at the ranch of David Moore. This gentleman possesses one of the best properties to be found at this altitude, 6,000 feet, and has many hundred head of cattle and horses, besides running a good dairy. About nine P. M., a tremendous shower passes over, and rain falls in torrents for an hour. This settles riding for a time and it was nine o'clock Friday morning before we sprang in the saddle and set out down the winding canyon for Echo, seventeen miles away. The road traversed one of the most picturesque sections of the Wasatch Mountains, and on either side arose in majestic lines high peaks, whose perpendicular sides, made one dizzy to look at. Jutting crags far up the steep incline loomed out against the clear sky and appeared as if ready to topple off and crush the tourist. Massive piles of solid brown tinted rock ever and anon arise, an impenetrable barrier to further progress,

but science and ingenuity have devised a passage, and this is found skillfully carved out of the mountain's side, on solid rock, and over which we wend our onward, picturesque way, enchanted, as well as charmed, by the beauty and grandeur of the scene. Arriving at Echo, at twelve M., we take dinner at a fourth rate hotel and enter upon a seventeen-mile ride to Weber, very much like the morning's experience, but more level, with the exception of one mammoth hill to climb just out of Echo. Weber is reached by a long coast, which effectually evens up matters, at 4:45, and pushing on we enter Peterson for supper at 5:30, nine miles further. At six o'clock we are again in the saddle and away to Uintah, passing some terrible roads in the vicinity of Devil's Gate, half way. Nine miles lands us in Uintah at 7:30, and taking a short course, we climb a big hill, and then coast into Ogden over fairly good roads, reaching the city at 8:30, just fifty-nine miles for the day. A good day's work, and we immediately seek rest and a good bath. Putting up at the Chamberlain Hotel, a big bowl of bread and milk is first on the bill, and then we devote several hours to the digestion of a whole pile of accumulated mail. Saturday is devoted to a run via rail down to Salt Lake City. Reaching the home of Mormonism in good season, we are at once charmed with the beauty and quiet of the famed place. Streets laid out in regular order, lined with pleasant cottages and overbent shade trees, with air cool and invigorating, the result of tiny rivulets of pure and sparkling water, which courses through either gutter on to the great saline basin. The Mormon tabernacle, church, and houses of worship, their many fine residences and business blocks, all give to Salt Lake a tenor of attraction seldom met with in places of similar size in the United States. Then, too, a run out to Garfield Beach, that favorite bathing and picnic resort, is not among the least attractions of the place. Several hours are whiled away here, and we return to meet Messrs. W. L. Davis and H. Pembroke, two of jovial Salt Lake cyclists. Truly said, a day spent at this great saline metropolis will never be regretted, and the tourist may well find abundant amusements for a week's sojourn in and about the Mormon capital. Sunday morning we have the pleasure of meeting Messrs. Browning Bros. at Ogden, agents for bicycling goods in general and the Columbia cycles in particular. These gentlemen also carry a full line of sporting goods and are always ready to meet the wants of their increasing patronage. Accompanied by the best wishes of a host of Ogden's genial riders, we spring in the saddle at 9:15 and ride, away across the desert. Hard gravel roads are met with all the way to Brigham city, twenty-three miles, where we stop at 12:30 for dinner. One hour later we are wheeling westward to Corinne, seven miles, in sixty minutes, and reach Blue Creek, after a hard tussle with eighteen miles of Salt Lake desert, at 5:30. No supper or bed to be found here, so we embark for Promontory, eight miles farther, by road, but twelve by rail. A tremendously long hill—about two miles—is done up en route, and we are equally as well done up, and when we dismount at seven P. M. we are as tired as jericho and hungry as a bear. With a total mileage of fifty-six we go to sleep with a light conscience, though not on a light bed by a long shot. In fact our couch is an old-fashioned tete, being the only available sleeping place they can give us, but we manage to get a good night's rest and start out Monday morning happy as an owl. A ride of twenty-four miles over the hills and we come to Monument at twelve o'clock. This is only a section house, and the boss, who is unmarried, is away, so we don't get dinner there. A walk of eight miles, over the railroad ties, across an arm of Salt Lake, brings us to Seco at 1:30, with a yawning appetite. But disappointment is again our bill of fare and we are about ready to cave in. Mounting our steed we try riding over the ties, as the road on both sides is a mass of muddy clay. This works nobly, and at three P. M. we have the satisfaction of seeing Kelton, eight miles away. Here we get dinner without delay and get aboard a good cargo of substantials. At four o'clock we leave Kelton and take a twelve-mile walk up hill to Ombey, another section place. The boss is at home here, but not to us. He is a big strapping Irishman, but no amount of persuasion will secure us even a place to sleep on the floor.

"You git out o' this an' go on to the nixt place. I ain't no boordin' house kaper."

"But, my friend, it is eleven miles to the next place, and I'm all tired out. You wouldn't turn a friendless boy out doors to spend the night, would you?"

"Why didn't ye stay at Kilton as ye ought. Come a paunching around here. No, ye can't stay wid me, and thet settles it."

"Well, can I sleep in the barn there?" pointing to an old shed once used for cattle, but now unoccupied, but fairly prepossessing.

"Ye kin slape in there if ye want to, but look out for the coyotes, I'm telling ye. Ye'll find an ould blanket in there to put over ye. But ye won't make a fire?"

"No, I don't smoke, thank you."

"Well, by the howly thunder, if ye make a fire, I'll skin ye alive, so I will, ye wandering braggart."

"Thank you, my complimentary friend, and now I'll have a glass of water and repair to my palatial abode."

"Ye can drink out o' that trough by the well there; that's good enough for such as ye."

Well, we didn't drink out of the trough; we got out our patent rubber drinking tube, and drawing up a bucket of water, got a good refreshing draught and then prepared to get what sleep was possible in a deserted cow shed. Spreading out our blanket we managed to make a comfortable cot on a pile of old hay and in less than fifteen minutes was sound asleep, sleeping the sleep of the just. About midnight something occurred to mar our repose. A soft touch on our cheek partially roused us, and opening our eyes, saw in the dim light a dark object standing over our prostrate figure. Gradually, as our eyes became more accustomed to the light, we were enabled to make out the outlines of some animal. Not a muscle had we stirred up to now. Not a move did we make, but lying there, awaited developments, and fully expecting our turn had come. What sort of beast we had to deal with the uncertain light would not reveal. Great beads of perspiration went oozing down our forehead, and gradually each individual hair began to stand on end. What would we have given for a revolver. Ah, happy thought, our self-acting Derringer was in our valise, a foot away, which luckily we had unstrapped from the Expert, and cautiously we reached out for the weapon. A low bark, or growl, told us the beast had detected our move. A slight rustle near the door, caused by the rising wind, for a second detracted the animal's attention, and in that brief period, our hand had grasped the handle of our Derringer, and slowly moving it forward on a level with the animal's breast, as near as we could distinguish,

PULLED THE TRIGGER.

A flash, a blinding cloud of smoke, and the report was followed by a series of the most blood curdling yells ever heard by mortal man. Opening our eyes, which for the moment we had closed, out of sheer excitement and terror, we beheld the beast rolling and kicking near the door in the last throes of death. Quietly rising, we let him have another thirty-two ball, and that settled him. That also settled our sleep for that night, and pulling shut the door, which we had left open for air, we sat down and awaited anxiously the approach of day. What terrorizing thoughts went coursing through our excited brain in those awful moments! What wild denizen of the forest had we slain, whose corpse now lay reeking in blood, yet warm, at our very feet? These and other thoughts, fed by the surrounding gloom, formed a picture by no means entrancing or pleasant. With what joy did we hail the first faint signs of daylight. How eagerly did we await the approach of morning and the sun's appearance on the scene of battle! Gradually the increasing light drove away the shadows, and we were soon able to distinguish objects in their true sense. Approaching the prostrate form of our midnight assailant, what was our astonishment to find there but the carcass of a poor cowardly coyote, an animal which you can't get within forty rods of by day, and the most cowardly cur to be found by night. How he plucked up enough courage to approach so near is a mystery, and we'll never be able to satisfactorily solve it. Neither will he, and though the effort cost him a life, we trust his spirit may rest content in the happy hunting grounds of coyotedom hereafter.

"What the devil ye making so much noise about out here last night?" were the words which suddenly startled us from out a silent reverie, and opening the door we beheld our kindly (?) host, whose acquaintance we struck the night before.

"Only shooting one of the coyotes you cautioned us about."

"None o' your lyin' now, ye young scalawag; you can't deceive me, I'm tellin' ye."

"Well, there's his corpse; comin' to the funeral."

And if ever an Irishman's eyes stuck out, then

the orbs of that old Erin boy came forth in earnest. He looked a blamed sight more scared than we did the night before, we'll wager our hat.

"Can I get some breakfast, my friend?"

"Look a here, bye, I told ye last night I didna' kup a boordin' house, and don't ye forget it. No; ye can't git any breakfast of me. Ye go to Terrace, where ye belong. Now, git out wid ye!"

Reader, it was twenty-one miles to Terrace, but that man was hard-hearted enough to tell us to make that distance before breakfast, and with nothing to eat since three o'clock yesterday. Well, packing up our grip we set out with no very rapturous feelings for Ireland's welfare or her particular son at Ombey. Eleven miles over hard clay roads, partially roughened by rain, were passed, and we struck Matlin, another section house. Here we found a fine English lady who very readily gave us breakfast, and sent us on our way rejoicing. A run of eleven miles farther and Terrace came in sight at ten A. M. Remembering our experience of the day before, we resolved to make sure of dinner, and so concluded to stop here for that necessary substance, and put in the time till twelve o'clock at doing up some long-neglected correspondence. At one P. M., armed with a good lunch, we set out and passed Bovine, ten miles, at three o'clock, on hard gravel roads. Pushing on, Lucin was made partly on the railroad ties and partly by road walking and riding. At 5:30, twelve miles farther, luncheon was absorbed, and at six we set out for Tacoma and a bed to sleep in. Heavy dark clouds obscured the setting sun, but we pushed on undaunted and trusting to reach Tacoma before the storm opened its windows. About three miles were passed when a terrific gale arose, and with difficulty, could we retain our perpendicular position on the railroad track, which was by far better than the road at this point. Ten minutes later a few big drops of rain come pattering down, and in a jiffy the storm was upon us in all its fury. It did not rain, but poured. The wind blew great sheets of water over the track and nearly wrenched our cycle from our grasp. Never did we experience such a terrific clash of the elements. Driven to desperation and nearly blinded by the gusts of rain and loose dirt, which rendered eye sight impossible at a distance of ten feet, we took refuge in a deep creek, worn perpendicularly down in the earth by a tiny rivulet, and got under the shelving bank with our bike. Finally the storm passed over, and fairly increased in fury as it swept on, tearing sage brush and loose dirt at every point. Scarcely fifteen minutes were we in the chasm of that little creek, but it had already risen two feet and was increasing in volume at every moment. Unless the storm abated we would soon be washed out, for the water was fast approaching our foot hold. But five minutes more sufficed to send the furious tornado over and beyond our place of refuge, and hastily we emerged from the haven, now fast being filled with a seething mountain torrent of madly rushing water. Although rain was still falling by degrees it slackened, and we resolved to push on for Tacoma. Three miles through mud and slush, over the ties, and darkness was upon us, six miles from Tacoma. Great lumps of soft clay bedabbled and weighed down our wheel and with difficulty could we push it along. Riding was impossible, and so we trudged on until nine P. M. The lights of Tacoma sent a welcome beacon to guide us on. A few minutes more we were knocking at the only hotel the place afforded, and gaining admittance, were soon in dry clothes and snoring lustily in a warm bed. Truly we had earned it, and here gentle reader we'll again say adieu.

G. W. NELLIS, JR.

TACOMA, July 19.

The Prospect Harriers and Nassau Wheelmen have projected an athletic and cycling meet for Labor Day, Monday, September 5. The meet will be held at the Brooklyn Athletic Club grounds, De Kalb and Classon avenues, Brooklyn, commencing at 3:30 P. M. The cycling events are: One-mile handicap, one-mile handicap for roadsters, 36 lbs. and over; one-mile handicap, mount and dismount, and three-mile handicap. Three handsome silverware prizes will be given in each event. Entries close on Saturday, August 27, with Harry Grctage, 228 Monroe street, Brooklyn. It is announced that the official athletic handicapper will handicap the events. This gentleman is entirely unacquainted with the form of racing cyclist, and his work has been, and must be, more or less unsatisfactory. We think the club will receive more entries if the cycling handicaps are intrusted to a cyclist.

MINNEAPOLIS MUSINGS.

MINNEAPOLIS, Aug. 5, 1887.

If the old saying "no news is good news" be true, then this letter will fairly overflow with good things, for search as I will for interesting items, they seem to have all melted or evaporated in our sultry weather.

Numerous wheelmen are either taking well-earned vacations, or wishing they could take them. Among the former is S. F. Heath, who is rusticated at Pulaski Lake, in the northern part of this State, and making up for the lack of wheeling by plenty of boating, fishing, etc.

Speaking of vacations reminds me that this morning I received a letter from Rev. A. J. Graham of this city, dated July 20, at Paris, in which he speaks in a tantalizing manner of the fine rides he is having on the magnificent avenues Paris is blessed with, wide enough for thousands to comfortably travel on.

He has already had some delightful runs in the vicinity of Sterling, and at Cambridge, England. The way in which tricycles outnumber the two-wheelers both in France and England, surprises him, and speaks volumes for the good quality of the roads. I only hope their smoothness will not thoroughly disgust him with the wastes of sand this State abounds in.

Mr. Paul Achard, a well-known wheelman here, and First Lieutenant of the Mercury Club, leaves to-day for Portland, Oregon. From there he takes boat to San Francisco, and after thoroughly exploring the roads around that city, again takes steamer for Santa Barbara, finally going from there to Los Angeles. Of course he takes his wheel along, and expects to have many delightful spins, if the country isn't too sandy. Five years' close confinement in a bank has told on his health, and his many friends hope that if he should conclude to return here, it will be with all his old-time strength regained. I can cordially commend him to the hospitable attentions of Pacific Coast wheelmen, for a more gentlemanly and companionable rider it would be hard to find in this city.

A twenty-five-mile road-race is to be run August 18, on the boulevard at Lake Harriet, under the auspices of the Minneapolis Club, and open only to their members, if the consent of the Park Commissioners can be obtained.

The track is nearly circular, something over three miles in length, and if the elements are unusually kind and beat down the stony and sandy places to something like smoothness, fair time may be made. If this month should be a dry one, racing on anything but a Star or Safety would hardly be safe or pleasant. Too few entries have been received yet for me to predict much concerning it.

Our little paper, *The Minnesota L. A. W. Division*, after a six-month's struggle with the cold, cruel world, has gone the way of so many good papers, and the *St. Paul Herald* has been appointed the official organ for the remainder of the year. This paper is a small twelve-page weekly, and has recently absorbed the *Northwestern Sportsman*.

In the copy of July 30, lying before me, some two columns are devoted to wheel news, principally made up of what *Puck* would term "localities." Being edited in a larger city than Winona, and having the run of what news both Minneapolis and St. Paul can furnish, it should make a readable paper, and I hope that wheelmen will bestir themselves and send in more items than the Division's most urgent appeals ever brought forth.

The average wheelman is very quick to know a good thing in a cycling paper when he sees it, but correspondingly slow in aiding to make it such, and if he happens to have anything in the way of items it takes the suction power of a steam air-pump to draw them from him. For one, I must say that I always prefer seeing even little local items instead of clippings—no matter how ably clipped—for it shows that correspondents are making a commendable effort to do their duty. The above is written in an impersonal sense, and not intended to bolster up my own literary efforts. L. B. G.

Charles Schwalbach reports an enormous renting and storage business over Brooklyn way. Tandemoning and tricycling are rapidly coming into favor with the ladies.

The Continental Hotel, the League headquarters at Newark, is conveniently located, being just at the D. L. and W. depot on Broad street, from which point the wheelman can flit as easily to the Roseville track as he can over to New York and back. We recommend wheelmen visiting in the Oranges to patronize this hotel.

The Windsor Baths, Nos. 5 to 9 West 46th street, are much frequented by wheelmen during the warm weather. They are the finest appointed in the city.

The Judd Mfg. Co. are conveniently located for cyclists. They have on hand a fine assortment of sporting goods, including bicycle, athletic and tennis outfitings.

Mr. John Read has just returned from a flying trip to Europe, going and returning on the same steamer. Meanwhile the firm is struggling to keep abreast with its orders for New Falls.

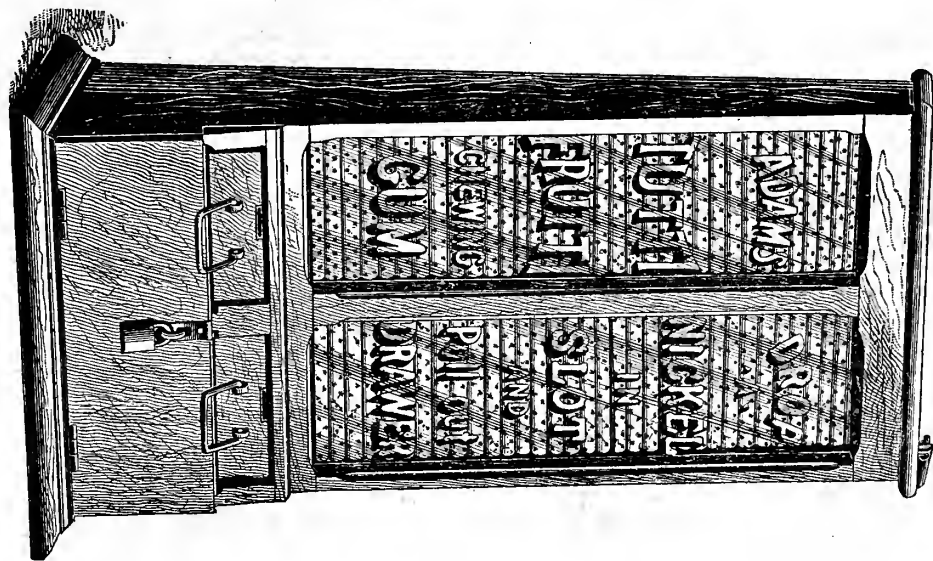
Mr. L. H. Johnson has just received a shipment of genuine Humbers via the steamer Queen. They are very much admired by the Orange folks. Mr. Johnson is sole agent for this high class wheel.

An unknown English friend sends us a little sketch of a trip through the Garden of England. The crisp early English morning air, the drone of the bees, the flitting of butterflies, and the odor of strawberry fields, are told of in appreciative lan-

guage, that proves "Free Lance's" heart is in the right place. Doubtless some lovers of nature will read his little skit with pleasure.

We would call special attention to the tournament which will be held at the Roseville Track on Saturday, August 20. Before the Roseville Track materialized, great was the howl for a first-class track in this vicinity; yet, when money has been sunk, and a really first-class track is given them, the wheelmen refuse to support it as they should. By referring to their advertisement, the public will see that an attractive programme has been prepared, and that the fastest amateurs and professionals in the country will compete, are already at the grounds, in fact, preparing for the races. The price of admission is almost nominal, and we hope wheelmen will rally and support the Association's effort to educate the people up to first-class sport. We hope Brooklyn and New York will send a large contingent, and would suggest that the captains of the various clubs call runs at the grounds for that afternoon.

One afternoon last week we paid a visit to Messrs. Adams & Sons' factory at Brooklyn, where their famous Tutti-Frutti and other gums are manufactured. Mr. Adams told us that wheelmen were rapidly recognizing the value of Tutti-Frutti, and that many clubs and cycle dealers had applied to the firm for the Automatic Venders, of which we present a cut. The Vender is neatly constructed, small and compact. By dropping a nickel in a slit made to receive it, a bar of Tutti-Frutti drops into a drawer below. The feature of the Vender is that the firm takes entire charge of it, calling to refill and collect the receipts, and allows the club 20 per cent for their share. It is surprising how this mounts up, until at the end of the month it is quite a respectable sum. We advise club captains and agents to communicate with Messrs. Adams & Sons, Sands st., Brooklyn, N. Y.



KANSAS CITY, Mo., July 27, 1887.
The Gormully & Jeffery Mfg Co.,
Chicago, Ills.

Gentlemen:—We are pleased to announce the following as the result of the races, at Paola, during the second annual meet of the Kansas Division, L. A. W. Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Rover. In addition to this very good list, the writer broke the half-mile track record, Paola track, making it in 1:24.
Truly yours, FRANK S. RAY.

Only a Limited Number Made Every Year.

FULL DRESS
STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed. These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED.—20 CIGARETTES.
KINNEY TOBACCO CO., New York,
Successors to KINNEY BROS.
Send 15 cents for sample package.

E. R. STOCKWELL,
19 John Street, New York,



MANUFACTURER OF
Bicycle & Athletic Badges
and Medals,
IN SILVER AND GOLD,
At Satisfactory Prices,

THE FINEST FLOWERS.—Are used to make the grand perfume which is now so popular and known as "Wenck's" Opera Bouquet. It is truly the most refreshing and lasting perfume for the handkerchief. Ask for "Wenck's" Opera Bouquet. For sale by all dealers in fine perfumery.

RACE MEET.—The East Hartford Club have decided to hold a tournament on September 9 and 10. The programme will consist of handicaps and class and scratch races, for amateurs only. The club's quarter-mile track will be put in the best condition.

The Clinton (Mass.) Bicycle Club elected the following officers, August 1: President, George B. Jackson; Captain, Charles F. Martin; Sub-Captain, H. B. Amsden; Sec'y-Treas., E. A. Evans; Color-Bearer, F. B. Evans; Bugler, R. W. Bourne; Club Committee: First three above officers, with S. L. Smith and J. V. Leland.

The Yonkers Driving Park contains a half-mile trotting track which is very hard and smooth, and with a little care could be made a first class bicycle track. The Yonkers Club should run a tournament at the Park.

The Manhattan Wheel Exchange reports a large trade in second-hand wheels, now that the cool weather is with us.

The Columbia shoe is a favorite with all who have used them. Well-made, durable and moderate in price.

I herewith certify that Mr. T. A. Smiley taught my boy Charles to ride the bicycle in three lessons. The third lesson he went on the road with his teacher.

H. ALSBERG,
169 E. 116th St., N. Y. City.

THE Continental Hotel,

448 & 454 BROAD STREET,
OPPOSITE D. L. & W. R. R.

The largest and finest appointed Hotel in the city, and for many years the acknowledged League Headquarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ

Connected with the Hotel.

H. C. WHITTY & CO.,
Proprietors.

Columbia Bicycle Shoe.



Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.50.

Lightest and Best Shoe in the Market.

POPE MFG CO., 12 Warren Street, New York.

WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva.

As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M.D., LL.D

✠ GRAND ✠ RACE ✠ MEET ✠

ON THE GROUNDS OF THE

New Jersey Cycling and Athletic Association,

AT ROSEVILLE, NEWARK, N. J.

ON SATURDAY, AUGUST 20TH, 1887.

HANDSOME PRIZES. POPULAR PRICES.

All the Fast Amateurs and Professionals will compete.

PROGRAM.

1 Mile Novice, Bicycle.
1-2 Mile Amateur, Dash, Bicycle.
Club Race.
2-Mile Amateur, Bicycle Handicap, 6 min. limit.
1 Mile Professional, Bicycle, Handicap.
1 Mile Amateur, Tandem Tricycle.

1 Mile Amateur, Bicycle, Handicap.
Club Race.
1 Mile Amateur, Bicycle, Lap.
2-Mile Professional, Bicycle, Handicap.
Club Race.
1 Mile Amateur, Bicycle, Consolation.

ENTRIES CLOSE AUGUST 17.

The right to reject any and all entries is reserved. Fees, 50 cents for each amateur and \$1.00 for each professional event.

J. C. WILLEVER, 115 ARLINGTON STREET, NEWARK, N. J.

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Buy, Sell or Exchange.

ADVERTISE IN OUR
*For Sale, Exchange,
and Wants Column.*

Twenty-five Words, - - - Fifteen Cents.
Two Insertions, - - - Twenty-five Cents.

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BY TUESDAY MORNING.



FREE TREATISE For the Weak, Nervous and Debilitated; How to regain Health and Vigor. **Home Treatment** for Nervous and Mental Diseases. TRIAL SENT.

Address, J. M. BATE & CO.
283 S. Clark Street, CHICAGO, ILL.

A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22. Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

Address R. D. MEAD, Box 77, Newark, N. J.

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Sporting Goods.

LOWEST PRICES.

123 FULTON ST

In Hat Store, up stairs.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles

on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.



RADWAY'S READY RELIEF.

The most certain and safe Pain Remedy. Quickly cures Cramps in the bowels, Diarrhoea, Cholera Morbus, Dysentery, &c., without bad after effects.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Regulate the bowels; timely resorts to them ward off many sicknesses, and keep the organs in a healthy condition. Cure Dyspepsia, and rejuvenate the system.

Genuine Royal Mail Bicycles and Tricycles.



DON'T PUT YOUR MONEY INTO AN IMITATION WHEN THE SAME AMOUNT WILL BUY THE GENUINE.

DON'T PUT YOUR MONEY INTO ANY WHEEL WHEN THE SAME AMOUNT WILL BUY A GENUINE

ROYAL MAIL,

WITH
A NEW AND MUCH IMPROVED PATTERN OF TRIGWELL'S BALL HEAD. WARWICK HOLLOW RIMS.

NO MORE GRIP-TIRES.

BOWN'S GENUINE BALL BEARINGS THROUGHOUT. DETACHABLE CRANKS AND HANDLE BAR. OVAL BACKBONE, LACED SPOKES, ETC.

SEND FOR ILLUSTRATED CATALOGUE TO

HENRY C. SQUIRES, 178 BROADWAY, N. Y.,
SOLE UNITED STATES AGENT.

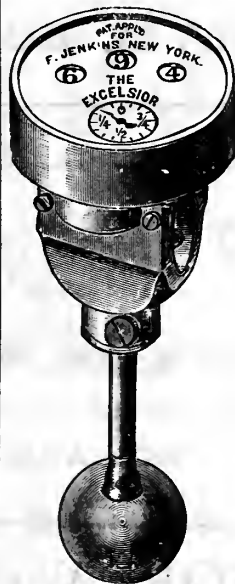


KIMBALL'S SATIN STRAIGHT CUT CIGARETTES.

PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY FINE CIGARETTES SHOULD USE ONLY OUR STRAIGHT CUT, PUT UP IN SATIN PACKETS AND BOXES OF 10s. 20s. 50s. AND 100s.

14 First Prize Medals.

WM. S. KIMBALL & CO.



NOW READY!!!

The New Excelsior Cyclometer!

PRICE TEN DOLLARS.

IT REGISTERS 1000 MILES.

IT READS FROM THE SADDLE.

IT IS ACCURATE.

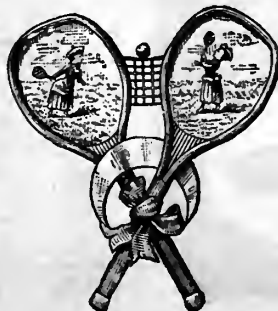
The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

FREDERICK JENKINS,

291 West 11th Street,
NEW YORK.

A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

✳️ **MAKER OF FINE JEWELRY.** ✳️



HENRY C. HASKELL,
No. 18 John Street, New York.


SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
BICYCLE, TENNIS, BOATING, SHOOTING, ATHLETIC CLUBS, &c.,
BEYOND COMPETITION.

CORRESPONDENCE INVITED.

—STAR—
 Bicycles. STAR Tricycles.
 —STAR—
H. J. HALL, Jr.,
 1170½ Bedford Ave.,
 BROOKLYN, N. Y.
 Large Assortment of New and Second
 Hand Wheels of all Makes.
 REPAIRING QUICKLY DONE.

☞ My workmen are skillful, and can make all
DIFFICULT REPAIRS.
 ☞ Largest Bicycle dealer and repairer.
 GREAT BARGAINS IN SECOND-HAND WHEELS.
 ☞ Sole Agent for Long Island for the
"NEW MAIL."
 ☞ Large stock of Boys' Machines. Competent teachers, and fine track.
CHAS. SCHWALBACH,
 Prospect Park Plaza, Brooklyn.

WHEELMEN'S RENDEZVOUS.
PROSPECT PARK HOTEL,
 PROSPECT PARK PLAZA, BROOKLYN.
 F. G. SPENCER, Proprietor.
 ** REFRESHMENTS OF ALL KINDS. **

ASK FOR THE

PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

Pat. March 2, 1883. **ANDREW GRAFF,**
 MANUFACTURER OF
SEAMLESS SHOES.
 SPECIALTIES:
 Running, Walking, Bicycle,
 Lawn Tennis, Foot Ball
 and Base Ball Shoes.
 Reg. May 1, 1885.
 339 Court Street, Brooklyn, N. Y.
 The lightest and strongest Road Bicycle Shoe made; average weight 10 to 12 oz.
 Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a pair.
 All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.
 ANDREW GRAFF, 339 Court st., Brooklyn, L. I.
 DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.
 Yours very truly,
 A. B. RICH.
 For practice, SEAMLESS CANVAS RUNNING SHOE, Light, Strong and Cheap, to order \$3 and \$3.50.
 Send for Catalogue and Price List.

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 SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

WHEELMEN,
 WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?
THE RISIDO
 IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
 A 10 CENT CIGAR FOR 5 CENTS.
 Ask for it, and don't smoke cigars that are full of artificial flavor.
BAY CIGAR CO., 101 Water St., NEW YORK.

Sporting Goods.
 AGENCY FOR A. J. REACH & CO.'S
 CELEBRATED
 Base Ball, Gymnasium, Bicycle, Athletic and all kinds of Sporting Goods.
ROBERTSON'S ELECTRIC COMPOUND
 Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.
W. H. ROBERTSON,
 296 Broadway, New York.

HOWARD A. SMITH & CO.,
Cycling Sundries.

Hose Supporters,
 Lighting Oil,
 standard Tire Cement,
 Star Step,
 Newark Lantern Hanger,
 Knit Jersey Suits.



Tire Tape,
 Lubricating Oil,
 Star Foot Rest,
 Luggage Carriers (any wheel),
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 Club Uniforms made to order.

In fact anything and everything in the Cycling line. SEND FOR CATALOGUE.

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 Oraton Hall, Newark, N. J.

FOR WHEELMEN
 FOR SALE BY
GEORGE CLEMENT,
 33 East 22d Street, New York.
 KEEP THIS FOR REFERENCE.
Zylonite Collars and Cuffs
 are as ECONOMICAL and DESIRABLE as represented, can always obtain the same,
FREE OF POSTAGE,
 by addressing **GEORGE CLEMENT & CO., 33 East 22d Street, New York,** at the following prices:
 Gents' Collars, 20c. 6 for - - - - - \$1.10—\$2.00 Doz.
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 Ladies' Collars, 15c. 6 " - - - - - .85—1.50 "
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REMIT BY POSTAL ORDER.
 For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



UNQUALIFIEDLY FIRST CLASS!
High Grade in Every Sense

From the Very Start,--From the Opening of the Season,

*** THE * NEW * MAIL ***


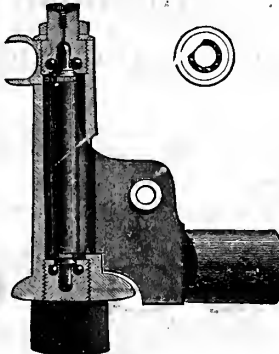
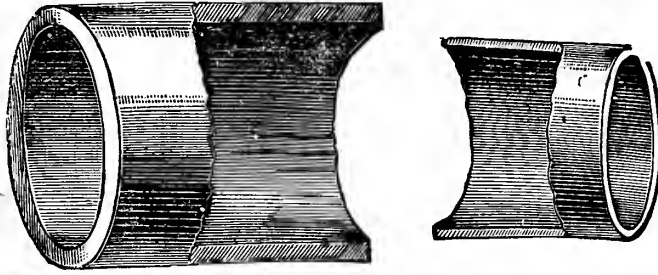

HAS RECEIVED THE BEST EVIDENCES OF MERIT, VIZ.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, **AT NO SINGLE TIME SINCE JANUARY** have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE,

WITH

Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been **PROVED** by two years' use a great success, and the best critics are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

 <p>At least, before purchase, see or send stamp for Large Illustrated Catalogue of this SUPERB WHEEL.</p>	 <p>TRIGWELL BALL HEAD. One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.</p>	 <p>Sectional views of neck and back fork end of NEW PERFECTION BACKBONE, Giving increased thickness and strength at upper end, where is the greatest strain. Forks also same construction.</p>	
		 <p>WARWICK'S NEW RIM. No seam outside. Thickened metal at bottom. Cemented Tire.</p>	<p>Also, New England Agents for the IDEAL Boys' Bicycle.</p>

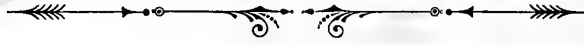
We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE!

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,
 107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



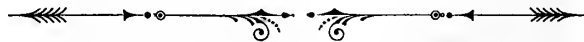
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



POPE MFG. CO.

ALBERT A. POPE, PRESIDENT.

EDWARD W. POPE, TREASURER.

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The Most Comprehensive Cycling Catalogue Published—Fifty-two Pages, Forty-Seven Engravings—Sent Free by Mail upon Application.

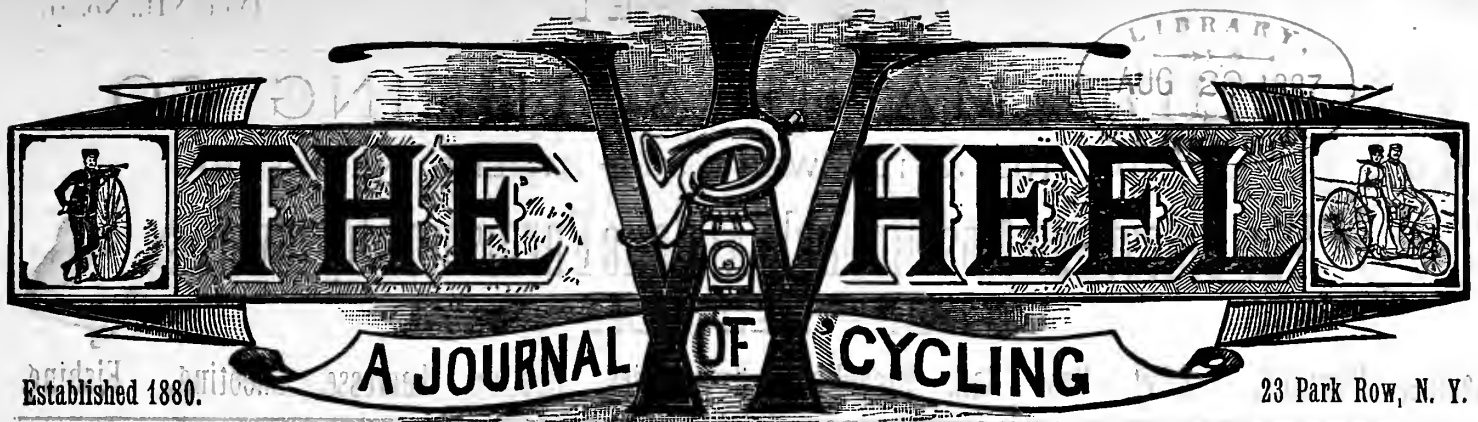
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A FULL LINE OF 1887 BEESTON HUMBERS!

Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

Call or send for Catalogue

401 MAIN STREET, ORANGE, N. J.



AND RECREATION.

VOL. XII.—No. 21.]

NEW YORK, AUGUST 19, 1887.

[WHOLE NUMBER, 307.

And, Still, There's More to Follow!

EACH MAIL BRINGS US NEW ONES!

READ THESE TWO;

THEY ARE WORTH IT.

THE GORMULLY & JEFFERY MFG. CO., Chicago, Ill. :

Gentlemen :

Permit me to quote from the *Bicycle South*, of May, 1886: "A beautiful sample of Gormully & Jeffery's new wheel, the American Champion, has just been received by the local agent, Col. E. C. Fenner. It is a full-nickeled, 53-inch, of exquisite proportion and workmanship. A personal examination of this worthy candidate for favor only confirms the opinion formed by the accounts which had preceded it. All the best principles of modern cycles are embodied in it, together with many special features controlled entirely by its manufacturers. Truly it is a mount to be coveted, and its possessor will be a subject of envy until the Champion has reached the high popularity on our roads which it is certainly destined to attain."

As the author of the above passage, being at that time editor of the *Bicycle South*; I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will always be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Champions are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

Yours, &c.,

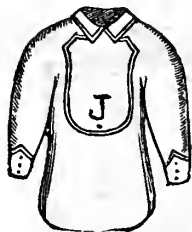
A. E. OLIVEIRA.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

GORMULLY & JEFFERY MFG. CO.,

CHICAGO, ILL.,

N. B.—We also manufacture the longest line of Sundries in the market.



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

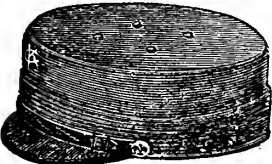
The Oldest and Most Reliable Athletic Furnishers Up-town.



SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Beating, Lacrosse, Shooting, Fishing.

SMITH'S



Sporting Goods.

LOWEST PRICES.

123 FULTON ST

In Eat Store, up stairs.

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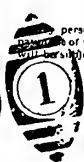
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THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02

NO.	NAME	25 MILES.	TIME.
6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
8.	S. B. Bowman, E. W.,	STAR,	1.40.20
9.	H. Greenman, I. B. C.,	STAR,	1.43.36

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR WON FIVE FIRSTS: }
1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Crank, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

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1, 54 New 1886 pattern American Rudge, never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish" saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition, \$50.00.

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FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. B., P. O. Box 444, New York City.

WANTED—A 58-inch Columbia Expert, or other standard make wheel. All nickeled preferred. Best offer accepted. U. P., P. O. Box 2922, New York.

FOR SALE—50-inch Standard Columbia Bicycle, nickel and enamel, balls to front, cones rear. Good order. \$35. Rieneck, Box 102, New Brunswick, N. J.

WANTED—A good second-hand spring STAR bicycle saddle. Geo H. Smith, Watontown, Pa.

FOR SALE.—A Facile Bicycle in good condition; used but little. Price new \$136; will take \$80. For particulars address Wm. J., Jr., Asheville, Box 308, N. C.

FOR SALE.—All high grade makes of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue W. E. Young, Dennisville, P. O. box 92, New Jersey.

WANTED.—One 52-in. Expert Columbia and one 52-in. Standard Columbia. State condition of wheels and particulars. Address Willard Hamman, Millwood, Kos Co., Ind.

FOR SALE.—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Brat, L. A. W. 15632, Johnstown, N. Y.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crripper Running Tricycle, 36-in., first wheel 23; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED.—47-inch Columbia Light Roadster in exchange for stand and gold watch and cash. FOR SALE CHEAP.—52 inch Standard Columbia. Box 75. Wappingers Falls, N. Y.

FOR SALE.—50-inch Standard Columbia Bicycle in fine order. Ball and cone bearings. Good reason for selling. Price \$60.00. Write for description to Bert K. Perry, Buffalo, N. Y.

FOR SALE.—52-in. Expert Columbia, full nickeled, excellent condition, \$90.00. "Expert," Box 444, New York.

FOR SALE.—A 50-in American Ideal Bicycle, with bell, tools, etc.; all nickel except front rim. Price \$40.00. August Kinne, Richfield Spa, N. Y.

FOR SALE.—56-in. Standard Columbia; good condition; ball bearing front, full nickeled, except rims. W. B. Dodge, Box No. 6, Millville, Mass.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars. W. F. R., 337 Clinton st., Brooklyn

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FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	4	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
51	52	American Rudge,	112.50	70.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	4
71	54	Columbia Expert,	127.50	75.00	2	2	4
80	44	"Facile,"	130.00	70.00	4	1	4
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	2
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	1	4
118	48		115.00	75.00	3	4	4
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	New
125	42	Special Star,	120.00	80.00	4	1	3
130	51	Special Star,	125.00	85.00	3	3	3
131	51		120.00	80.00	4	2	2
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	90.00	1	2	1
142		Col. 2-track Tricycle,	165.00	110.00	4	1	1
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	1	4
160	53	Royal Mail,	140.00	85.00	3	1	1
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	85.00	4	1	1
168	56	New Rapid,	152.50	110.00	3	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
179	59	Sp'k'b'k Crripper Tri.	180.00	125.00	4	2	2
180		Hbr. Tandem,	280.00	225.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	60.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
195		Sparkbrk Hbr Tdm	265.00	200.00	4	1	1
196		Genuine	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tdm.	250.00	180.00	4	2	4
202	50	Challenge	95.00	50.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	5
208	48	American Star	90.00	30.00	5	3	5
209		Columbia Safety	140.00	105.00	4	1	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
218	52	Special Columbia,	125.00	65.00	1	2	2
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	100.00	4	1	1
222		Col. Tri. (2-track)	165.00	115.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	85.00	4	1	2
230	55	Col. Lt. Roadster,	150.00	105.00	3	1	1
231	52	Victor,	135.00	75.00	4	1	2
233	52	Columbia Expert,	137.50	100.00	1	1	1
234	52	Rudge,	135.00	100.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	110.00	4	1	4
236	56	Columbia Expert,	132.50	75.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	85.00	4	1	1

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- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
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- No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.
- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 72.—50-in. Stand. Col. Enam. Price \$40.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 74.—48-in. Special Otto. Fine cond. Bargain at \$40.

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THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

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THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile on the road in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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Table with 2 columns: Subscription Name, Price per year. Includes Wheelman's Gazette and The Wheel (\$1.25), Bicycling World and The Wheel (1.50), and Outing and The Wheel (3.00).

Advertising Rates on application.

F. P. PRIAL, Editor and Publisher, 23 Park Row,

P. O. Box 444. New York.

THE CLEVELAND TOURNAMENT.

The Cleveland Bicycle Club started the Fall racing season with a three days' tournament, commencing on Thursday last and finishing up on Saturday. The fact that Springfield and Hartford are out of it this year, and that the Cleveland affair afforded the newcomers and the old 'uns a chance of coming together made the occasion an important one. The result of the meet proved that the vets were riding as fast as ever and a number of new men were developed.

THURSDAY AUGUST 11.—ROWE RIDES IN 2:30 1/4.

After a few days preliminary training on the track, during which Rowe paced a mile in 2:32, the visiting cracks were primed for the contest. The valuable prizes had attracted "talent" of a high order, including such men as Rowe, Neilson, Crocker, Rich, Crist, Foster, Wilhelm, and Stenken, besides a host of minor lights.

In the early morning, a light shower fell just long enough to put the finishing touches to an almost perfect track; the four lap path at Athletic Park. After the rain, a strong breeze materialized, but towards four o'clock, it died away, leaving fair climatic conditions for fast time, warmth and calm.

When the bell rang out the first race at four o'clock, some twelve hundred people were seated on the grand stands, and scores of vehicles lined the rail. Among the spectators was an unusually large proportion of ladies, who lent animation and enthusiasm to the scene. There was music also, delightfully filling up the between times.

There were thirteen events, and all "panned out" well. Rowe's flight against the scythe-bearer was, of course, the monumental effort of the day, and, considering the size of the track—and no matter how well built a path may be, its size is always a factor in determining values—this 2:30 1/4 is about quite as good as anything "Our Billy" has ever accomplished. A remarkable feature was the fast times recorded in the slow-class and novice races. The unfortunate incident of the day was the collision between Banker and Fitch, in the two-mile bicycle race. Banker was not much hurt, but Fitch got a badly bruised shoulder, the pain of which kept him unconscious for an hour. He was about again in the evening, however, and the Doctor declares him not seriously injured.

The officers were:—Referee, F. T. Scholes, Cleveland; Judges, F. P. Root and C. H. Potter, Cleveland, and A. F. Garford of Elyria, Ohio; Timers, A. Kennedy Childe and C. H. Overman, of Boston, and F. H. Brunell and Webb C. Ball, of Cleveland; Clerk of Course, George Collister, Cleveland; Starter, J. C. Wilmot, Jr.; Scorers, C. A. Paine, W. A. Davis, P. S. Kinie and T. S. Beckwith, Cleveland, O.

ONE-MILE NOVICES BICYCLE.

- A. M. Cushing, Cleveland..... 1
C. E. Vaupel, Cleveland..... 2
Russell Fitch, Brantford, Canada..... 3
A. R. Scott, Cleveland..... 4
F. C. Lowey, Washington..... 5

Time, 2:51 3/4.

Lowey led till the end of the quarter and then fell back, letting Scott into the lead. Scott rustled around for two laps, hotly pursued by Cushing, who captured the captaincy on the last lap, and piloted the field over the tape.

ONE-MILE PROFESSIONAL BICYCLE RECORD ATTEMPT.

W. A. Rowe, 2:30 1/4. This was a case of Record first, Rowe second, by a "little bit." The champion was greeted with a round of applause when he made his appearance for his bout with "time." Crocker paced with Rowe for two laps—half-mile—the latter clinging to his little wheel. At the half, Neilson took him up, held him a lap, and fell behind in the last lap, leaving Rowe to finish alone. He reached the quarter in 37 3/4 seconds, flashed past the half in 1:14, the three quarters in 1:50 1/2, and finished the mile in 2:30 1/4. The quarters were: 37 3/4, 36 1/4, 36 1/4, and 40. The middle half was ridden in 1:12 1/2. Better pacing on the last quarter might have altered the figures. Rowe's records are: One-quarter, 35 1-5s.; one-half, 1:12 4-5; three-quarters, 1:50 1-5; one mile, 2:29 4-5. At the three-quarters, Rowe was but 1-20 of a second behind record. This is the fastest "public trial" ever made.

ONE-MILE TRICYCLE, STATE CHAMPIONSHIP.

- J. T. Huntington, Cleveland..... 1
E. J. Douhet, Cleveland..... 2

Time, 3:09 1/4.

Huntington outclassed Douhet, simply clinging to the latter's rear wheel for two laps, and then sliding out after a state record, which he gained.

HALF-MILE BICYCLE, SCRATCH.

- W. E. Crist, Washington..... 1
A. B. Rich, New York..... 2
C. A. Stenken, Jersey City..... 3
W. I. Wilhelm, Reading, Pa..... 4

Times—One-quarter, 43s; one-half, 1:19 3/4.

Crist jumped off with the lead, closely followed by Rich and Stenken. The first two raced all the way, but notwithstanding Rich's remarkable spurt on the home-stretch, the Washington boy beat him a half wheel.

TWO-MILE BICYCLE, 6:30 CLASS.

- A. M. Cushing, Cleveland..... 1
G. B. Childs, Cleveland..... 2
M. F. Johnson, Toronto..... 3
R. Fitch, Brantford, Ont..... 0
A. C. Banker, Pittsburg..... 0

Times: 3:08, 6:02 1/2.

Banker jumped off at the pistol shot, and led at the mile. On the last furlong, Cushing, who has a fine spurt, blazed away every yard to the finish, and won as he liked. Banker and Fitch collided in the brush for home, both falling.

ONE-MILE TANDEM TRICYCLE, HANDICAP.

- F. W. Palmer, { Cleveland, scratch..... 1
E. J. Doubet, {
E. E. Stoddard, { Cleveland, 100 yards..... 2
J. Sherwin, {
W. E. Pence, { Cleveland, 60 yards..... 0
H. Martin, {
J. T. Huntington, { Cleveland, scratch..... 0
W. S. Upson, {

Time, 3:17 1/2.

Huntington lost a shoe in the first lap, disabling the Huntington-Upson crew, and the Pence-Martin duo ran into an inoffensive fence. The fence held its own, but the tandemists dismounted—quickly. Palmer-Doubet won easily by a long ways.

QUARTER-MILE BICYCLE, HANDICAP.

- F. C. Lowey, Washington, 40 yards..... 1
W. S. Upson, Cleveland, 15 yards..... 2
C. C. Peabody, Omaha, 35 yards..... 3
B. Burroughs, Cincinnati, 20 yards..... 4
W. S. Campbell, Niagara Falls, 10 yards..... 0
M. F. Johnson, Toronto, 30 yards..... 0
John Sherwin, Cleveland, 25 yards..... 0
A. R. Scott, Cleveland, 25 yards..... 0
G. B. Child, Cleveland, 25 yards..... 0
W. E. Crist, Washington, 10 yards..... 0

Time, 38 1/4s.

This was a rattling rush from tape to tape. Lowey kept pretty well clear of the crowd all the way, winning by five yards; the rest bunched.

ONE-HALF MILE BICYCLE, 1:30 CLASS.

- A. M. Cushing, Cleveland..... 1
M. F. Johnson, Toronto..... 2
Chas. C. Peabody, Omaha..... 3

Times, 43, 1:22 3/4.

The Canadian got off with the lead, but was captured on the second lap by Cushing, and beaten several lengths by a superior spurt.

ONE-MILE PROFESSIONAL HANDICAP.

- R. A. Neilson, 35 yards..... 1
H. G. Crocker, 45 yards..... 2
W. A. Rowe, scratch..... 3
Percy Stone, 75 yards..... 4
C. W. Ashinger, 75 yards..... 5

Times, 39 4-5, 1:18, 2:00, 2:38 4-5.

As is usual in well ridden handicaps, the men gradually came together. Entering the home stretch the whole five were bunched and, in the brush for the tape, Neilson got home by a few inches, Rowe close up to Crocker. In this final spurt, Rowe was pocketed, or he would certainly have won.

TWO-MILE LAP RACE.

- R. H. Ehlert, Chicago..... 18 points.
A. B. Rich, New York..... 15 points.
W. J. Wilhelm, Reading..... 11 points.

Times, 2:42 1/2, 5:43 3/4.

The other starters were: W. S. Campbell, Niagara Falls, W. E. Crist, Washington, Fred Foster, Toronto, and P. S. Brown, Washington. This was a hard-fought race. Rich was first at the mile but was beaten a few inches in the decisive spurt for the last lap.

QUARTER-MILE BICYCLE, SCRATCH.

- W. E. Crist, Washington..... 1
Fred Foster, Toronto..... 2
W. S. Upson, Cleveland..... 3
C. A. Stenken, Jersey City..... 4

Time, 38 1/4.

Crist jumped away at the signal and was never headed, though on the turn for home, Upson looked dangerously fast. Foster made a brilliant effort near the tape and beat Upson home, finishing second by a yard; Upson third by two feet. Stenken was badly out of it at the start and could not get up.

HALF-MILE BICYCLE HANDICAP.

- C. G. Peabody, Omaha, 60 yards..... 1
J. T. Huntington, Cleveland, 25 yards..... 2
B. Burroughs, Cincinnati, 35 yards..... 3

Time, 1:18 1-2.

The other starters were: G. H. Buttles, 60 yards; F. C. Lowey, 75 yards; M. F. Johnson, 50 yards; A. B. Scott, 40 yards; G. B. Childs, 40 yards, and P. S. Brown, 15 yards. Peabody led all the way and won by a short yard.

ONE-MILE BICYCLE HANDICAP.

- Fred Foster, Toronto, scratch..... 1
W. J. Wilhelm, Reading, 20 yards..... 2
B. Burroughs, Cincinnati, 50 yards..... 3

Time, 2:40.

The other starters were: F. W. Palmer, Cleveland, 150 yards; C. A. Stenken, Jersey City, 20 yards; F. X. Spranger, Detroit, 40 yards; M. F. Johnson, Toronto, 80 yards; C. G. Peabody, Omaha, 100 yards; J. T. Huntington, Cleveland, 40 yards. Foster forged ahead from start to finish, rushed through his field like a blooded steed among cart-horses, and won by several lengths.

FRIDAY, AUGUST 12.

ROWE CAPTURES THE MILE IN 2:36.—SOME GOOD RACING.

The second day saw a larger attendance than the first—estimated 1,600—more enthusiasm, and much good racing. Rowe snapped up the professional mile in brilliant fashion—2:36—and Crist credited himself with a fast half—1:17 2-5. The result of the race is given below:

ONE-MILE BICYCLE—3:20 CLASS.

- A. B. Childs, Cleveland..... 1
M. F. Johnson, Toronto..... 2
A. R. Scott, Cleveland..... 3
Frank C. Lowey, Washington..... 4
A. M. Cushing, Cleveland..... 0

Times, 1:27 4-5, 2:53 1-4.

A fairly fast race, all the men except Lowey keeping together till a furlong from home, when Cushing made a break, with the field scuttling after him. He had the race well in hand, but lost a pedal and croppered, letting in Childs. Cushing was not seriously hurt.

ONE-MILE TRICYCLE, L. A. W. CHAMPIONSHIP.

- A. B. Rich, New York..... 1
W. E. Crist, Washington..... 2

Time, 3:27.

The first half-mile was carefully and slowly ridden—1:55—as if the men were not quite sure of their machines. When the bell rang—last quarter—Washington got off with New York after him. Down the back stretch plunged the Capital City, until it looked like New York being left, but the Metropolis hustled around the turn, swooped up the homestretch, and won a desperate race by inches.

TWO-MILE STATE CHAMPIONSHIP.

- B. Burroughs, Cincinnati..... 1
J. T. Huntington, Cleveland..... 2
Time, 6:10.

This was a race between Cincinnati and Cleveland, and awoke anticipative enthusiasm, which proved to be short lived. Both men slept on the first mile, and for that matter on the second, till the bell-clang aroused them. Then the representative of Porkopolis stole a march on Cleveland, got several lengths advantage, held it all round the track and over the tape, and Cleveland wept over the defeat of its champion.

HALF-MILE BICYCLE HANDICAP.

- W. F. Crist, Washington, scratch..... 1
M. F. Johnson, Toronto, 60 yards..... 2
Frank C. Lowey, Washington, 75 yards..... 3
R. H. Ehlert, Chicago, 10 yards..... 4
C. C. Peabody, Omaha, 40 yards..... 5
Times, 40 1/4, 1:17 2-5.

This was a perfect model of a handicap so far as the matter of riding. The men rode "full kilt" all the way, the back-markers gradually closing up on the leaders, the scratch man riding all out and flashing into the lead twenty yards from home. The time was first class for a handicap.

TWO-MILE TANDEM TRICYCLE.

- F. W. Palmer, } Cleveland, 50 yards..... 1
E. J. Douhet, }
J. T. Huntington, } Cleveland, scratch..... 2
A. M. Cushing, }

This was a virtual walkover for the winners, the scratch men being put out of it by Cushing having slipped his pedal, causing a loss of half a lap.

ONE MILE TEAM RACE.

- W. I. Wilhelm, } Hudson Co. Wheelmen..... 1
C. A. Stenken, }
W. E. Crist, } Capital Club..... 2
Phil Brown, }

This was a race between Stars and Cranks, and was decided on the lap principle, the men being awarded points at each quarter according to position. Brown made a brave bid for the first quarter, but the Star men caught him and from thence to the finish were never headed. The points were divided as follows: Wilhelm, 14; Stenken, 9; Crist 2; Brown, 2. Crist did not try when he saw his club mate could not cope with the Star men. Wilhelm finished first by a foot; Stenken, second.

QUARTER-MILE BICYCLE, 45 SECOND CLASS.

- C. E. Vaupel, Cleveland..... 1
B. Burroughs, Cincinnati..... 2
G. B. Childs, Cleveland..... 3
M. F. Johnson, Toronto..... 4
Time 42 1/2.

Johnson quit on the first turn. Like all spurt races, each man tried his level best from the start to win, and the owner of the longest spurt won.

ONE-MILE PROFESSIONAL HANDICAP.

- W. A. Rowe, scratch..... 1
H. G. Crocker, 45 yards..... 2
Percy Stone, 90 yards..... 3
C. W. Ashinger, 100 yards..... 4
R. A. Neilson, scratch..... 5
Times: 37, 1:15, 1:55 1/4, 2:36.

On the first lap Stone went up to Ashinger, and Rowe went by Neilson. On the second lap Rowe went past Crocker, and Stone passed Ashinger and led. On the back-stretch of the third lap, Rowe moved up to Stone's rear wheel, and Neilson retired. On the whirl up the home-stretch Rowe got over the tape, beating Crocker by two feet.

TWO-MILE BICYCLE LAP RACE.

- A. B. Rich, 19 points..... 1
B. H. Ehlert, 17 points..... 2
Fred Foster, 9 points..... 3
W. S. Campbell, 4 points..... 4
Times: 2:53 1/2, 5:59 1/2.

Campbell and Foster started in brilliantly, but retired early in the race. The real contest was all in the last two hundred yards of each lap, and Rich's spurring abilities stood him in good stead.

ONE HALF MILE BICYCLE SCRATCH.

- Fred Foster..... 1
W. I. Wilhelm..... 2
W. E. Crist..... 3

Times: 49, 1:25.

The first quarter was slow, the men waiting on each other, but the last quarter—thirty-six seconds—amply made up for the slow start. Foster won by two feet, after a savage effort on Wilhelm's part to get up. Crist tried but mildly, as if tired.

ONE-MILE BICYCLE HANDICAP.

- B. Burroughs, 50 yards..... 1
W. S. Upson, 40 yards..... 2
P. C. Brown, 35 yards..... 3
W. I. Wilhelm, 20 yards..... 4
F. C. Lowey, 125 yards..... 0
M. F. Johnson, 100 yards..... 0
C. J. Peabody, 100 yards..... 0
C. E. Vaupel, 100 yards..... 0

Another good handicap. Turning into the homestretch Upson had a lead of ten yards, and looked very like a winner, but Burroughs was not done with, and caught "Uppy" near the tape, winning by two lengths, Brown by a length.

SATURDAY, AUGUST 13.

The first two days of a three days' tournament generally develop the surprising elements so that little of "the remarkable" can be recorded of the last day. The crowd was as large as on the first day, and, apparently, enjoyed the races with the same relish. The racing was uniformly interesting, but no hair-stiffening times were recorded. Summary of the events:

ONE-MILE, 3:10 CLASS.

- A. M. Cushing..... 1
M. F. Johnson..... 2
G. B. Childs..... 3
A. C. Banker..... 4

Time, 2:58 3-4.

The four kept things moving till the last furlong, when Cushing went off on an exploring expedition and discovered the tape, fifteen yards in advance of the rest.

ONE-MILE BICYCLE, STATE CHAMPIONSHIP.

- B. Burroughs..... 1
W. S. Upson..... 2
J. T. Huntington..... 3

Times, 42 3-4, 1:25 2-5, 2:17, 2:55 1-2.

This was a waiting race, all the work being crowded into the last quarter. When the bell rang, Upson got a lead of ten yards, and though Upson gained all the way, he failed to "get there" by a yard; Huntington third by eight lengths.

TWO-MILE BICYCLE HANDICAP.

- C. E. Vaupel, 200 yards..... 1
R. Fitch, 225 yards..... 2
F. X. Spranger, 90 yards..... 3
P. S. Brown, 75 yards..... 4

Times, 2:48 4-5, 5:45 1/2.

Fitch, who was accompanied by a broken collar bone, the result of Thursday's fall, led for a mile, with Vaupel closely behind him, the others gaining. Vaupel took the lead on the fifth lap and won by twelve lengths; Spranger third by a length.

HALF-MILE BICYCLE RACE, SCRATCH.

- Fred Foster..... 1
W. J. Wilhelm..... 2

Times, 48 1-5, 1:24 1/2.

The two were together when the bell rang, but here Foster got a short lead, which Wilhelm could not overcome, being beaten two feet. Last quarter very fast.

ONE-MILE BICYCLE, 3:00 CLASS.

- A. M. Cushing..... 1
M. F. Johnson..... 2
C. G. Peabody..... 3

Time, 3:09 1/2.

This was a saunter, varied with an attempt of Johnson and Peabody to run away on the last lap. Cushing, not liking to be alone, pedaled after them, and caught them near the tape, winning by three lengths; Peabody third by twelve lengths.

ONE-MILE BICYCLE, L. A. W. CHAMPIONSHIPS.

- A. B. Rich, New York..... 1
W. E. Crist, Washington..... 2
W. S. Campbell, Niagara Falls..... 3
C. A. Stenken, Jersey City..... 4
W. I. Wilhelm, Reading..... 0
R. H. Ehlert, Chicago..... 0

Times, 42 4-5, 1:24 1/4, 2:08 2-5, 2:47 1-5.

This was the race of the day. The Star men, Wilhelm and Stenken, made pace for the quarter, Crist and Rich hanging on. At the quarter Crist moved forward into the lead with Wilhelm and Rich after him. At the three-quarters Crist, Wilhelm and Rich flashed past in the order named,

with Ehlert and Campbell well up. Down the back stretch of the last lap Crist quickened, with Rich after him, Ehlert also tried to follow, but in doing so collided with Wilhelm, both croppering. Turning into the homestretch, it looked dollars to dimes that Rich would not get up, but by a series of jumpy spasmodic efforts he got level with the Washington crack, and then by a final dab, caught the Judge's eyes by a foot; Campbell three lengths to the bad.

ONE-MILE PROFESSIONAL, HANDICAP.

- H. G. Crocker, 45 yards..... 1
W. A. Rowe, scratch..... 2
Percy Stone, 90 yards..... 3
R. A. Neilson, 35 yards..... 4
C. W. Ashinger, 100 yards..... 5

Time, 2:42.

All the handicaps were sponged off at the three-quarters, and the last furlong spurt resulted in a dead heat between Rowe and Crocker, the rest placed as above. Times, 39, 1:17 1-2, 1:55 1-2, 2:42. The men were ordered to run off the dead heat, and they appeared in their street clothes. Crocker won in 2:57; Rowe evidently not trying to get up.

QUARTER-MILE BICYCLE HANDICAP.

- M. F. Johnson, 30 yards..... 1
A. M. Cushing, 20 yards..... 2
A. C. Banker, 25 yards..... 3

Time, 40 seconds.

The other starters were: F. C. Lowey, 30 yards; A. R. Scott, 25 yards; G. B. Childs, 25 yards. Banker and Johnson got away first, with Cushing after them. At a furlong from home, Cushing began his usual spurt, but he slipped the pedal, and though he started in again, he was beaten a length; Banker, two lengths off.

HALF MILE TANDEM RACE.

- J. T. Huntington, } 1
W. S. Upson, }
F. W. Palmer, } 2
E. J. Doubet, }
W. E. Pence, } 3
H. Martin, }

Time, 1:30.

This was a fizzle, or rather an exhibition, the winners leading from start to finish, beating the second team fully fifty yards; third team stopped at the quarter.

TWO-MILE BICYCLE, LAP.

- R. Burroughs, 42 points..... 1
R. H. Ehlert, 42 points..... 2
A. B. Rich, 33 points..... 3
W. S. Campbell, 3 points..... 4
Fred Foster, 3 points..... 5

Times: 2:53 1-5, 5:59 1-5, 9:06 1-5, 12:11 1/2, 15:18 1/4.

Ehlert and Rich raced at each other for four miles, both being thoroughly baked at that distance, and not having enough left to cope with Burroughs, who finished first, and was awarded first prize.

ONE MILE BICYCLE, LAP.

- W. S. Campbell, 12 points..... 1
W. I. Wilhelm, 10 points..... 2
B. Burroughs, 5 points..... 3

Time, 2:53.

Wilhelm led for three quarters, and then supposing he had won, fell back, leaving Campbell to win.

The consolation race did not fill. The presentation of prizes followed, and thus closed a most successful tournament, from the racing standpoint only, for it is doubtful that the club made any money.

THE WORCESTER CLUB'S MEET.

The Worcester, Mass., Bicycle Club held a race meet on Saturday last, August 13, at the Fair Grounds, to which a large number of spectators were attracted. Below is a summary of the events.

Half-Mile Club Race.—J. F. Midgley, 1:42 4-5; G. A. Booker, 2d; C. W. Arnold, 3d. Midgley trailed behind the rest, but came away easily on the homestretch.

One-Mile Special.—J. F. Midgley walked over in 3:01 2-5. This was a match race for the amateur championship of Worcester, the entries being Midgley and D. W. Rolstone. Rolstone claimed that Midgley was a promateur, but this being disproved, he then claimed that the track was in unsatisfactory condition. Rolstone is undoubtedly a "duffer" of the first water. Midgley still offers to race Rolstone on any track he may name.

Two-Mile Team Race in Heats.—First heat: C. H. Morse and G. A. Booker, Worcester Club Incorporated, obtained nine points; B. W. Phelps

and F. G. Gunderman, Clinton Club, 6, and M. Santon and L. A. Isham, of the "other" Worcester Club, 6. Morse won the heat in 3:14 $\frac{3}{4}$.

Second Heat—J. F. Midgley and C. C. Hoyle, Worcester Club Incorporated, 8; H. P. Amsden and C. F. Martin, Clinton Club, 7; L. F. Lamson and C. Jensen, "other" Worcester Club, 6. Midgley won the heat in 3:03 3-5. The result was: Worcester Club Incorporated, 17 points; Clinton Club, 13 points; Worcester Club, 12 points.

W. F. Allen, of Lynn, is making arrangements for a two-days' tournament, to be held August 25 and 26, at Agricultural Park.

THE ROSEVILLE MEET.

The race meet of the New Jersey Cycling and Athletic Association will be held to-morrow (Saturday) afternoon, at 3:30 P. M. Trains leave foot of Barclay street at 1:30, 2:10, 2:30, and 3:10 P. M.; from Christopher street five minutes later. As we stated last week, we think the meet should receive the hearty support of all wheelmen in this vicinity. The Roseville track is the finest and fastest in this section of the country, and it must not be allowed to become a white elephant on the hands of those who have the courage and enthusiasm to build it. It is pleasantly situated, quite accessible, and the races are sure to be good.

The officers of the day are: Starter, Eliot Mason; Scorers, W. S. Higgins, S. H. Sargeant, A. E. Crowdy; Clerk of Course, A. G. Winter; Assistants, F. S. Miller, W. S. Righter, and W. L. Fish; Umpires, Joseph M. McFadden, T. D. Palmer, and W. L. Booth; Referee, Dr. F. A. Kinch; Judges, D. E. Drake, Dr. R. M. Sanger, and Dr. G. C. Brown; Timers, L. H. Johnson, Jens F. Pedersen, and J. W. Smith.

THE ENTRIES.

Club events—One Mile Bloomfield Cyclers Club championship and two miles handicap, Passaic County Wheelmen; races not yet filled.

One Mile Handicap.—Thomas H. White, E. R. Collins, B. A. Quin, J. W. Whitson, William Lamb, H. B. Schwartz, C. A. Stenken, A. W. Snow, A. M. Drought, J. F. Midgley, and William Van Wagoner. Stenken will probably be at scratch, with Lamb and Midgley on short marks. White is entirely unknown to the handicapper, having lately come over from England, but he is a fast rider, not many yards behind Stenken and Lamb, Midgley has ridden in 3:01 2-5 on a poor track, and is much better than three minutes over the Roseville path.

One Mile Lap Race.—White, Collins, Lamb, Schwartz, Stenken, Midgley and Van Wagoner.

Two Miles Handicap.—White, Whitson, Lamb, Schwartz, Stenken, Midgley and Van Wagoner.

One Mile Professional.—Rhodes, Neilson, Cornish, Eck, Knapp and Whittaker. The same men are entered in the two miles professional.

One Mile Novices.—A. W. Snow, Atlanta Wheelmen; Thomas J. Hall, Orange Wanderers; E. R. Collins, Union County Wheelmen; B. A. Quin, Harlem Wheelmen; R. E. Moss, Bloomfield Cyclers; A. M. Drought, Baltimore, Md.

One-half mile Dash.—Wm. Lamb, H. B. Schwartz, C. A. Stenken, A. M. Drought and J. F. Midgley. The above is only a partial list of the entries, as they had not all been received when above list was received.

FIXTURES.

August 13.—Race Meet, Worcester, Mass.

August 18.—Race Meet at Lockport, N. Y.

August 20.—Race Meet, Roseville, N. J.

August 25, 26.—Race Meet Worcester, Mass.

August 30.—Melville, N. J. Race Meet.

September 5.—Lynn Cycle Track Race Meet.

September 7.—Hartford Wheel Club's Tournament, Charter Oak Park.

September 10.—Philadelphia Road-race for Try-on Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15.—Louisiana Division Race Meet at New Orleans.

Sept. 23, 24.—New York State Division Meet at Coopers town, N. Y.

September 23, 24.—New York State Meet, at Cooperstown, N. Y.

September 30, October 1.—Missouri Division L. A. W. Meet.

RACING AT RICHFIELD SPRINGS.

The Fort Schuyler Wheelmen, of Utica, N. Y., had an excursion to Richfield Springs on Wednesday, August 11, at which place their annual race meet was held. The race track is a half-mile driving course; attendance good; music enjoyable. Summary of the races:

One-mile Novices.—F. P. Hammes, 3:26 1-4; H. N. Beckwith, 3:46 1-2; J. P. Becker, Syracuse, took header at half-mile post.

One-half-mile Open.—C. H. Metz, Utica, 1:31; Wm. Lamb, Southville, by a few lengths. Metz outspurred Lamb on the home stretch.

One-mile, Richfield Springs Wheelmen.—W. D. Shoemaker, 3:36 1-2; W. A. Barker, 2d. Won easily.

Three-mile, Ten-Minute Class.—C. H. Metz, Utica, 10:55 1-2; Wm. Lamb, Southville, 2d.; W. D. Shoemaker, Richfield Springs, a poor third; W. A. Barker, Richfield Springs, stopped at half-mile. Metz and Lamb quickly left field, and on the last lap, Metz lost Lamb in a prolonged spurt.

One-mile Club Championship.—T. E. Manahan, 3:22; J. C. Uhlein, a close second; P. C. Hammes, 0; F. P. Hammes, 0.

Five-mile Lap Race.—Wm. Lamb, 1st; winning all but the first lap; time, 19:11 1-2; C. H. Metz, 2d; C. Hicks, Deerfield, distanced.

Half-mile Hands Off.—P. C. Hammes, 1:48 1-4; F. C. Manahan, 2d, by a few lengths; F. P. Hammes, 0.

One-mile Open.—Wm. Lamb, 3:26 1-2; F. P. Hammes, 2d; P. C. Hammes, 3d. Won easily.

One-mile Tug of War.—Fort Schuyler Wheelmen, Messrs. Metz, Manahan and Uhlein, first; Richfield Club, 2d; Messrs. Lamb, Shoemaker and Barber; Lamb finished first, 3:30 1-2; Metz, 2d.

One-mile Consolation.—Uhlein, 3:46 1-4; J. P. Becker, 2d.

The Judges were: Col. Lawrence Kip, Joseph Agostini and Clinton Dewitt. Timers, Henry Greenman and Col. J. H. Gray. Starter, C. H. Wolf. Clerk of Course, A. B. Gardner.

JONAH'S JERSEY JOTTINGS.

Every one is looking forward to a big time at Roseville on Saturday. All the events are filling well and large fields of starters are assured. All the local flyers of high degree will compete in the scratch events, and not a few from distant points will be on hand to dispute the supremacy with them. In the handicap and novice races, a flock of "good uns" and dark horses will make things lively, as they always do in such contests. To me these are always the most interesting struggles, as it is race from the word "go," and runs against loafing are as useless as an empty oil can. The management has been very lucky in securing a strong array of professional talent, well able to show the possibility of things. With fair weather, the big attractions at small figures should draw a large crowd that should well pay the managers for their enterprise. Wheelmen owe it to the sport and to those who have risked so much money and expended so much time to furnish a track that has no superior in the world, and to provide high-class racing, to attend themselves, take their friends with them, not forgetting the best girls, whose presence always adds so much to the intensity of the contests; for weak men ever will "show off" before the fair sex. May it ever be thus.

At their regular monthly meeting last Wednesday the Elizabeth wheelmen were much disappointed to receive the resignation of G. J. Martin as Captain. He is a very conscientious man, and in his letter stated that his business engagements did not permit him to devote as much time to the wheeling interests of the club, as its standing and importance demanded. Mr. Martin has been Captain since the birth of the club, is a sturdy road rider, and an officer of unmarred popularity. A committee was appointed to wait on him and endeavor to induce him to change his decision. It is to be sincerely hoped that their efforts will prove successful.

The E. W. has also met with a loss in the resignation of Dr. and Mrs. A. H. Oliver and P. A. Oliver, most active, generous, and enthusiastic members. Their resignation was necessitated by a change of residence to Fanwood. The club has always pointed with pride to Mrs. Oliver's merits as a rider. Three years ago she was in delicate health and her husband resolved to try with her the benefits of tricycle exercise. It is the old story. She became stronger rapidly—until to-day

she can cover seventy-five miles of road in a day with comparative ease, and would no doubt have accomplished the "century" she contemplated. The trio will be much missed at the club runs, of which they were most faithful and welcome attendants. Dr. Miller was elected club surgeon to fill the vacancy thus caused.

It has become the affected fashion, I know, to give vent to chestnut sarcasm at the expense of my friend Karl Kron's "X. M." book on the ground of its antiquity. All I have to say is let those read, who laugh. I picked up the book on my return home the other evening and began glancing over its encyclopædic contents. I found them anything but dry reading and soon became deeply absorbed as I went along skipping from page to page, in every one of which I found something that caught my eye and well repaid me for my trouble in reading. As an evidence of my sincerity let me say that I found so much to engage my attention that it was long after midnight before I thought of the lateness of the hour and laid it down. Now for the past three years I guess I have kept myself as far "up" in cycling literature as the next fellow, yet I must own that at no time was the realization forced on me that I was wandering in a chestnut orchard. I found plenty of Karl Kron, to be sure, and why not? Does he pretend to create a work with any other foundation than his own experiences? And then again I must own that I have never found anything about Karl Kron personally or in his writings that was disagreeable or a bore. I anticipate passing many pleasant half hours in the perusal of "X. M.," and the valuable statistics that it contains will make it a volume of frequent reference by me. I shall be most happy to enroll myself as a subscriber to "X. M., No. 2," and consider myself running in rare luck to be able to get so much value for my money.

Who will say that the confidence of man in man is dead when I tell you that a second-hand dealer the other day received a letter ordering him to select and forward a wheel, C. O. D., the size and price only being named, and enclosing a check in part payment?

I heard through a club mate to-day that "The Whale," who is rusticated on the Jersey coast, is shortly to favor THE WHEEL with another letter out of a desire to show his appreciation of the editorial compliment paid him.

Owing to several generous donations of "bonds," the building debt of the E. W. is already beginning to be appreciatively reduced.

Dropped in to see Saich at Newark the other evening. He is hard at work turning out the new King wheels and says the orders are coming in faster than he can fill them.

The Passaic County Wheelmen continue to pile up big scores in the race for the medal, to the first one completing 3,000 miles this season. In the first ten days of this month Banker had covered 180 miles and Romaine and Shuit about 120 each.

Max Tyron, survivor of the Greely expedition, has been an enthusiastic rider of the Star since his return from Arctic regions—an excellent method of warming up after being chilled through so long.

The pernicious practice of allowing a place to contain two streets of the same name, caused me the inconvenience of considerable perspiration, and the sin of no little profanity yesterday, as I wandered through Orange trying to find out which was the Maple avenue I was looking for.

Yesterday I crossed the Valley street side path from the Milburn pike to South Orange. It is one of the prettiest short stretches about Orange, and I never tire of singing its praise. I saw by the tracks in the cinders that quite a number of wheelmen had evidently passed over it that day. By the way, they have been repairing the Milburn pike recently, and the surface is much littered with stones.

Two Passaic County wheelmen propose a turn to Washington via Philadelphia and Baltimore, the latter part of September, and are endeavoring to muster some more recruits among their club mates.

The Elizabeth end of the Elizabeth-Newark boulevard macadam is in a disgraceful condition,

the heavy traffic having worn deep ruts. Notwithstanding the emphatic notice the local press has taken of it, the authorities have done nothing toward its repair, under the seeming theory, that a road once well laid will take care of itself. Let the wheelmen take the matter in hand. A little concerted action about election time might have a stimulating effect.

I used to hear from the Atalanta Wheelmen, of Newark, once in a while, and was glad to record the doings and growth of so lively a club, but no one has been good enough to send me a line from there for over two months. I see by an exchange that the club house scheme has been abandoned for the present, and that instead commodious quarters have been secured in the North Ward Bank building on Broad street, which will be occupied this week.

I am forced to the conclusion, that the number of those who trusted D. Rogers & Co., "not wisely, but too well," is not so large after all; if I can judge from the number of those that claim that "we were fortunate enough to secure ourselves." Why will false pride keep a man from howling when he is bitten? JONAH.

ATHENIAN WHISPERINGS.

A scribe should never anticipate. On the best of authority last week I was informed that certain members of the Capital Club of Washington City would spend August 9 and 10 in the charming Essex riding district; as the dates would have been passed by press day,—and knowing the "Caps" to be famous road riders—I allowed my pen to say in last week's issue that the tour had taken place, promising particulars later. I have since learned that the tour was given up, that the party proceeded by wheel and train to Cottage City direct; and I now beg pardon for making so unreliable a statement.

And this suggests a query. Is not talk among wheelmen cheaper than performance? I make the query calling to mind the fact that in a majority of tours or even single day runs, that I have had the pleasure of joining, the number of actual riders who carried out the programme has usually dropped down to half or less of those who were "expecting to go," or would "go sure," at the outset. Even hotel proprietors have noticed it, and I was told by one, at whose house I was stopping several weeks ago, that when accommodations for twenty were written for, he considered himself lucky if he had a dozen to entertain upon arrival. And I know of another hotel proprietor who once actually made arrangements for twenty-two wheelmen guests, and six spent the night with him. It is hinted that a dinner was provided for the Capital boys, that they did not eat; that a delegation of New England wheelmen, with full luggage carriers, were disappointed in not being able to carry out a very pretty programme; and that half a score of presentation copies of John S. Weber's valuable "In and Around Cape Ann" were not taken out of the original package. If this is so, I am afraid the "Caps" were the greatest losers.

I am glad to see that the question of road improvement is given an occasional stirring. Commenting on a recent article upon this theme, "London W." says, speaking of the L. A. W., "It is true that the apathy of the League offers but little encouragement that anything will be done," etc.; and, in another paragraph, "A preliminary meeting should be called at once, at which every wheelman, every driver of horses, every lively stable keeper, and any and all persons likely to feel interested, should be invited to attend. Something would result." This is a sensible and timely suggestion, and I will make another (omitting the adjectives, if you please), that our worthy Chief Consul, Herbert W. Hayes, call an informal meeting of Massachusetts League members, at an early date, to exchange opinions on the subject to the end of starting the ball rolling. If the League does not want to take the matter in hand, let us have a meeting of wheelmen generally, at which the subject would be talked over informally, and perhaps the final result would be a national road improvement association, as has been suggested, which would in time accomplish something. As considerable time must be spent in talk, at the outset, while getting hold of the right end of the string, it is not too soon, now, to begin talking.

I predict a big Fall crop of tandem tourists on

the grand roads of Eastern Massachusetts, and base my prediction on the fact that there has been far more of this sort of touring the present season than ever before. Very few of these pleasant outings are written up, or mention made of them in the cycling press, but they are occurring all the time for all that. A few days ago I met Dr. and Mrs. James Martin, of Philadelphia, who are spending a week in the neighborhood of Boston, with their Humber. On one of their rides last week, from Jamaica Plain to Concord and return, a nice little day's record of fifty miles was rolled up, and the next day they started for Nahant, and have since been enjoying themselves on the North Shore. I hear of another tandem couple, hailing from Connecticut, who will spend the present week in this vicinity, and there are rumors of a number of such "teams" in September.

I have had another letter from my seashore friend with the tandem, which I cannot resist giving, in part:

"You remember my speaking of Mrs. ——. Alas, she rides with me no more! I pushed her on a run of fifteen miles a week ago, six of it through sand, and we have both weakened. She has gone back to boating for steady recreation, and I have found a lighter *girl*, who is ever fearful that she is not doing her full share of work. Bless her heart! she is *one* out of a dozen. * * * It is funny to note the remarks of the dear creatures after a first ride. Here are a few of them: A young widow said, 'It's more fun than base-ball.' Said a fourteen-year old, 'Oh, mama, it's better than ice cream.' One of sweet sixteen remarked with enthusiasm, 'It is the nearest to flying of anything I ever experienced.' Said another, 'Oh! but it's *great* fun.' An older one said pointedly, 'How much more exhilarating than carriage riding!' Nearly every woman in the house has been on the wheel, and I assure you prejudice is at a very low ebb."

Road officers of the Cambridge Bicycle Club, recently elected, are: George A. Perkins, Captain; George A. Nash, First Lieutenant; and Charles T. Clark, Second Lieutenant. The club was well represented at Cottage City. Regarding the removal of its late Captain, Charles Smith, to New York, oddly enough, both its former Captains have taken up a residence in Gotham, there having been but two since organization.

Has anybody ever thought of a canopy for the tricycle? I was talking a few days ago with a lady past middle life—and a non-cycler—and the conversation turning to the tri-wheeler, she suggested such a contrivance as a necessity to comfort for Summer riding, and proposed the mode of attachment. She would have it like an umbrella, but square; the support placed at the side, after the manner of baby-carriage canopies, and not in the centre, like the umbrella. The rod could be secured to the machine, out of the way of the riders, the point of attachment with the canopy being either under it or above it, whichever would prove most advantageous. I have not figured the thing out quite to my satisfaction, but the suggestion has something in it, and is worthy of consideration. Of course there is the objection to wind-resistance, but as ladies and gentlemen ride for pleasure usually, and not to break records, with slow riding the resistance would be reduced to a minimum. The canopy should be arranged so that it could be shut up, and the rod either telescopic or folding; then it could be easily dispensed with on the road, if not wanted, and yet be at hand in case of need. I wish some one would experiment and report.

STYLUS.

THE NEW YORK BICYCLE COMPANY CHANGES HANDS.

NOTICE.

I have this day sold the stock and goodwill of the business conducted at No. 38 Park Place, under the style of "New York Bicycle Company," of which I have been sole proprietor for some time past, to Messrs. Charles, Lewis M. and Charles M. Irving, who will continue the business under the same title at the same address. I still retain sole ownership of the Harlem store, at No. 172 West 124th street (near cor. Seventh Avenue), which I shall continue under the style of Harlem Bicycle Company, making a specialty of Renting and Repairing. All outstanding claims against the old concern will be paid by me on presentation of statement. Very respectfully,

C. HERBERT DIAMOND.

New York, August 11, 1887.

ANNOUNCEMENT.

Having purchased the business and good will of The New York Bicycle Company, No. 38 Park Place, from C. Herbert Diamond, its former proprietor, we would call attention to the fact that we shall carry on the business under the same name, but with an entire change of interest and management. We shall be pleased to have the customers of the old company continue their favors, and we hope that by close attention to their interests to merit their confidence and good will. Alex. Irving, for some time the manager in the main office of the old company, will remain with us in the same capacity. Lewis M. Irving, one of the original proprietors of the N. Y. B. Co., will enter the firm again. Charles M. Irving will have charge of our renting and repairing branch. The third member is Charles Irving a well known business man of Wall street, this city. We would refer all our customers who may desire to inquire into our standing to Messrs R. G. Dun & Co., The Bradstreet Co., or any other reliable mercantile agency. Please note that we remain at the same salesroom, No. 38 Park Place.

THE NEW YORK BICYCLE CO.

CHARLES IRVING,

LEWIS M. IRVING,

CHARLES M. IRVING.

New York, August 11, 1887.

THE HARROWGATE CAMP.

Englishmen are very much concerned just now over the Harrowgate Camp and Meet. We have not yet arrived at the "camp" stage of cycling, therefore a sketch of the camp may be both interesting and useful: "This year the camp is arranged in a long horseshoe shape, formed with a double line of bell tents, with a large clear space in the centre lit up at night with six gas lamps, fitted high up on two tall poles, supported and ornamented with long lines of small and many-colored streamers. In this line there are forty-six tents, in addition to which there are several non-regulation tents, which are placed 'outside the pale.' The fruit tent is much appreciated, and the hon. sec.'s tent—which, by the way, is far more commodious than in former years—is thronged all day with eager applicants for the various ecceteras of the camp. This year a special tent of a spacious character is provided in which to hold the socials in the evening, and this is well stocked with chairs, has a raised platform at one end, and a good piano." Many of the tents are "got up regardless," being decorated in the most tasty manner with flowers, flags, curtains, Chinese lanterns, etc. "Tent No. 9," entitled "The Japanese Village," was fitted up in Japanese style throughout.

Saturday morning was devoted to putting things ship-shape. In the afternoon a band discoursed sweet music, and in the evening an entertainment, lasting till midnight, was given in the "entertainment" tent.

Sunday morning was devoted to the scenery in the neighborhood, and the feature of the afternoon was divine service, which was attended by thousands of the residents of Harrowgate. Late in the afternoon an open-air concert was given by volunteer cyclists.

The event of Monday was the "meet" or parade, in which was 405 riders. The style of machines was proportioned as follows: Bicycles, 160; Safeties, 106; Tricycles, 80; Tandems, 53; Sociables, 2. After the parade, lunch was taken at camp, with "toast" accompaniment. The "Lady Mayoress" made a tour of inspection and awarded the prize to the "Japanese Village" tent.

The afternoon was devoted to the races; the evening to dinner and a concert, after which the camp was at an end.

The *Bi. News* publishes some interesting cartoons of Singer's Cycling Club picnic, held at Stoneleigh Deer Park, July 16. The most interesting is a cut of Singer's Apollo Band. The band is mounted on a multi-cycle, composed of seven pairs of wheels and a rear "target-carrier" wheel, on which the big drum is enthroned.

At a special meeting of the Dorchester Bicycle Club, held Tuesday evening, B. W. Gould was elected Captain to succeed Captain Wallburg; A. Benson was appointed First Lieutenant and W. Clapp, Second Lieutenant. It was decided to call another "scorcher's" run next week to select the third man and two substitutes to represent the club, together with Doane and Benson, in the coming Eastern road-races. The next social run of the club is announced for Sunday, August 4, Hough's Neck, Quincy; start to be made at 10 A. M.

WHEEL GOSSIP.

The Roseville Meet.

Have a little backbone and get there.

Prince Wells has ridden his unicycle ten miles in 1:59:45.

Temple is reported to have ridden a mile, on August 2, in 2:35½.

Dr. Beckwith's suit against D. E. Renton will come off in September.

The N. C. U. has refused to sanction a race between Temple and Illston.

The Capital Club party is enjoying itself at Mr. H. S. Owen's residence at Cottage City.

Mr. Bidwell is getting up a special prospectus of the State Camp for publication in THE WHEEL.

The Cleveland meet developed some "good" men, notably A. M. Cushing, who won a large number of prizes.

A wheelman of Camden, N. J., recently presented a strapping bartender with one black eye, in return for insult.

The New York Bicycle Company will shortly open a branch store in the neighborhood of 59th street and Fifth avenue.

The Peoria Club has offered \$10 for the capture of a road hog. This is an exorbitant price for such an animal, dead or alive.

Messrs. Spalding & Bros. are sole U. S. agents for the famous cycle tool brush. The brush is sold, post-paid, for seventy-five cents.

NEW YORK STATE BOARD OF OFFICERS.—The Fall Meet of the Board will be held at the Hotel Fennimore, Cooperstown, N. Y., September 23, at 8 o'clock P. M.

Mr. W. B. Page, the Philadelphia wheelman, has just established the world's running high jump, clearing six feet two and three-quarter inches, seven inches over his own head.

The Missouri Division has donated to the League \$258.03, one-half the amount remaining after the late League Meet. One feels like crying "Bravo!" at this example of Western generosity.

Temple Beats Woodside.—A one-mile professional handicap was decided at Preston Park, July 30. Temple finishing first; Morgan, 90 yards handicap, second; Woodside, third. Temple's time was 2:39 1-5.

The claim of the New York Club to first position on the League list has been sustained by an investigation. This club is in flourishing condition, has fine prospects, and some of New York's great unattached would do well to join it.

At Cottage City Captain Luscomb tried Harry Corey's Bicyclette. He soon mastered the wheel, and after some trial became quite enthusiastic. Wheelmen need not be surprised should they shortly behold the L. I. W. Captain mounted on a bicyclette.

Elmer E. Summey, of Buffalo, N. V., dropped into the sanctum last week. Mr. Summey represents an agricultural paper, and has traveled many thousands of miles on his wheel. He finds it much more convenient for canvassing than the ordinary method of traveling.

A two mile bicycle handicap will be decided at the Yonkers Athletic Club games, on Saturday, September 3, at three P. M., on the Driving Park grounds. Gold and silver medals to first and second. Entrance fee, fifty cents; close August 30, with J. A. Byrne, Secretary, Yonkers, N. Y.

The article entitled "Cycle Making In Coventry," which was recently published in this paper, credited to the *Daily News*, was taken from the *Bicycling News*, which paper wrote an admirable preface to the *Daily News* article, which we unintentionally incorporated in the original article without credit.

In looking over the Division Treasurers' statements, which have recently appeared in the *Bulletin*, one cannot fail to notice the large amount of League funds used by Division officers for traveling expenses and printing. The Reorganization Committee, in their efforts to construct an economical League governmental system, should keep these points in mind. The publication of the *Bulletin*, the adoption of some new plan to save travelling expenses and some other plan of reducing the printing expenses.

The League Reorganization Committee is working slowly and surely on the great problem submitted to it. In reorganizing the League, the point the committee will keep prominently before them, is to reduce expenses as much as possible. The time has now come to do practical road work, and this requires all the money the League receives.

Rumor hath it that there is a "grand manufacturers struggle" on the tapis for this Fall. It is nothing less than a road-race from Boston to Chicago, in which all the manufacturers and importers will be represented. We hope the idea will be carried out. It will advertise bicycling more extensively than anything that has ever before happened in this country.

Eck, Knapp and Whittaker, of the Gormully and Jeffrey team, arrived in town last week. At present they are stopping at Roseville, where they are training for path and road races; Eck acting as their trainer. Knapp wore a sombrero hat, which has given the quiescent natives of Newark an idea that Buffalo William is in town. Eck is accompanied by his bride.

Has Bassett Reformed?—In the *Bulletin* of August 12, Brer Bassett reports that August Koch, of Peoria, Ill., had his bicycle ruined by a buggy driver, for whose capture the local club has offered \$10. According to all precedent Bassett should have added: "The driver has not yet been Koched," but he refrained. Something must have fallen into the cogwheels of the pun factory.

The annual amateur championship meeting will be held on Saturday, September 17, at the Manhattan Athletic Club grounds, Eighty-sixth street, and Eighth avenue, New York city. Among the events is a one-and-a-half mile bicycle race for the amateur championship of America. Entrance fee, \$2 for each event. Entries close September 7, with the Secretary, William Halpin, P. O. Box 3,478, New York City.

We met an old gentleman on a Roseville train, the other day, and seeing a number of bicycles aboard, he asked several educational questions about the sport. He said he had always been interested in cycling since he saw the Central Park parade in 1883, which he thought the most delightful thing he had ever witnessed. The parade did missionary work, and we think it was shelved too early.

In another column we announce the retirement of Mr. C. H. Diamond from the New York Bicycle Co. Mr. Diamond is known in the bicycle business as a pushing, energetic young fellow. The Company, which he owned and managed, did a large and profitable business this year, and it was only to embark in business on a larger scale that Mr. Diamond withdrew. We wish the Irving family the same success in the future that has thus far attended the firm.

Mr. Frank White, of A. G. Spalding & Bros., leaves New York September 1 on a six weeks' business trip to San Francisco and the City of Mexico. One can scarcely imagine what Frank can strike in Mexico, but certain it is that he will come back with an idea. Last year he slid over to Canada and brought back the great and only toboggan. The Spaldings got out a book on tobogganing, and thoroughly worked the press, the result being a toboggan craze, which was only supplied by many thousand toboggans.

English Amateur Championships.—The N. C. U. five and fifty miles bicycle championships were decided at Birmingham on July 30 and August 1. Below is a summary: W. A. Illston, 1st, time, 16:49 2-5; J. H. Adams, by a half wheel. The race was professional till a lap and a half from home. Fifty miles bicycle: J. H. Adams, 2:43:44 4-5; C. Potter, 2d; W. A. Illston caught cramp at thirty-eight miles and stopped, thus breaking his string of championship victories. The men roll but forty-nine miles through an error of the bell-ringer.

ROSEVILLE TRAINING NOTES.—Roseville has had a regular stable of flyers during the past two weeks, and it was no uncommon sight of a fine afternoon to see twenty men pegging round the track. Midgley the new crack from Worcester, who rides a forty-eight pound Springfield Roadster, ran a trial mile in 2:44. Snow, who is entered in the novices' race, makes a pastime of running quarters in forty seconds, and is said to be equal to 2:50. Knapp rode a quarter mile in thirty-eight seconds and one mile in 2:51. Whittaker is riding about 2:40, not getter.

The Cycle Trade in Germany.—There are sixty-four manufactories employing 1,150 workmen; nineteen establishments give work to eighty-eight men outside. Thirty-seven factories buy half-finished parts from German establishments, and thirty-six buy them from English factories. Of the sixty-four factories, thirty-seven employ steam power. The machinery and tools represent a value of £45,800; the amount of sales per week is £1,370. The number of machines produced annually is computed at 7,000, with an importation from England of 10,000.

The proprietor of the Queens, L. I., Bicycle track, Mr. Lloyd, has offered a medal to the party who makes the fastest one mile bicycle record over his track, up to September 17, trials to be made Wednesdays and Saturdays, after three o'clock. A prize is also offered for the fastest quarter mile bicycle record. The track is of clay, six laps to the mile, with raised corners, and is perfectly safe. The best records to date are: one mile, J. W. Whitson, Mercury Bicycle Club 3:33; quarter mile, H. Quortrupp, Morris Park Wheelmen, 51 sec. All wheelmen are invited to use the track. The grounds are situated on the Jericho Pike.

The L. A. W. statement is probably the most interesting item in last week's *Bulletin*. The statement shows assets of \$3,293.84—consisting of cash \$593.15 and accounts receivable \$2,700.69, of which some are doubtless worthless. The liabilities amount to \$2,931.37, which includes bills payable, \$1,248.67; due Divisions, \$1,682.70; leaving a surplus of \$362.47. As some of the bills receivable are worthless, the League is practically insolvent. The net loss on the *Bulletin* to May 1 was \$1,312.68, and the net loss for May, June and July was \$247.96, but this will probably be augmented by bad debts. This loss is small and shows a successful effort on the part of the Secretary-Editor to save the League as much money as possible.

PROSPECTUS MILVILLE RACE MEET.—The annual race meet of the Milville Wheelmen will be held at Milville, N. J., on Tuesday, August 30, commencing at 2:30 P. M. Events and prizes: One mile Club, silver cup; one mile novices, gold medal and silk umbrella; one-quarter mile, League pin; one mile, boys under sixteen handicap, gold ring and pocket knife; one mile 3:00 class, gold sleeve buttons; one-half mile dash, gold-headed cane; one mile handicap, Lakin cyclometer; two mile lap race, opera glasses; one mile open, gold medal; one mile consolation, bicycle shoes. Entrance fee, fifty cents for each event, returnable to starters. Entries close August 27. Trains leave foot of Market street, Philadelphia, at 7, 8:20 and 9 A. M. and 12 M. Returning trains arrive at Philadelphia at 6:50 P. M.

Our esteemed contemporary, the *Boston Globe*, is becoming extremely vinegarish of late. Some weeks since, it projected vast quantities of mud at the head of the devoted Kirkpatrick; last Sunday it thoroughly broils "Billy" Rowe. The *Globe* thinks that Rowe's praises have been sounded so long and that his hat has become a tight fit; that he is disinclined to exert himself, etc. It seems to us that the trouble is based on Rowe's disinclination to allow a few local press writers to manage his affairs, and on the false idea of "property" entertained by the Lynn people, who think they have a first mortgage on Rowe, and that he is in duty bound to obey their every beck and whim, and ride himself to the death whenever their high-mightinesses are pleased to honor the Lynn fixtures with their presence.

The *Cyclist* prints a strange story about Fred Wood, the English professional. Wood made a good impression in this country, being gentlemanly and close-mouthed. At Hartford, some two years since, he was awarded a prize for record-breaking, and rather than accept money, he chose a medal, "that he might send it as a token to his little woman at home." In the light of the above facts, the Australian escapade appears very strange. It is related that Wood, while stopping at a hotel in Melbourne, made the acquaintance of a young married woman, whose husband had been called away on business. The acquaintanceship ripened into criminal intimacy, and on the husband's return there was a row, and Wood was charged with stealing a purse and £15, for the "faithful" wife had given Wood money and jewelry to the amount of £15. Wood was imprisoned to await his trial, and the husband has commenced divorce proceedings. The result of Wood's trial has not yet been learned.

KENTUCKY KRONICLES--LATONIA.

The Latonia Agricultural Association has decided to give cycle races upon the first and last days of their Fair, viz.: the 23d and 27th inst. Programmes have been issued showing that on Tuesday the 23d, two races, one-half-mile and one mile and an eighth will be run.

On the last day, Saturday the 27th, three events will be run off. A three-quarter mile, a one mile handicap and a two mile open.

Elegant prizes will be given and all the boys are working hard to win.

Permits to get on the track for practise have been issued and any evening a number of riders may be seen doing their spins.

Circulars have been sent out to most of the riders of the three cities and a large number will go out on both days.

Entries close positively on Monday August 22, 1887, to P. N. Myers, care Latonia Agricultural Society, Covington Ky.

An effort will be made to have the Sun race run off on the first day of the Fair, when Bryson Burroughs will show what he can do to keep that handsome trophy.

Do not forget that if the proper encouragement is given the Association in this, their first year of bicycle races, the wheelmen will have reason to expect that something mammoth will be attempted next year.

Let everybody go out and as many as can enter. There are races for all.

You, of course, have read of the Cleveland races, and what Bryson Burroughs of the Avondales did there. His performances are creditable, indeed, and all his friends offer their heartiest congratulations, for he is an honest, straightforward and modest young man, who deserves all that he has earned.

An instance of the way in which some of the "racing" men of this vicinity dispose of their prizes is as follows: One of them attended an interior race-meeting and captured a gold badge. He did not care for it after he had won it, and hearing of a man who was in need of a lead pencil, and he having a lead pencil which just about suited the party who was suffering for it, sold it to him, and, as an inducement, threw in the gold badge, all for the sum of \$10. Some days afterwards the lead pencil, with gold attachment, dealer was coming down the Ohio river on a steamboat, when his vendee appeared on deck, much to his discomfiture, and sporting the medal (but not the pencil) boasted his prowess in winning the same.

Verily, these "amateurs" make tired the heart of an honest professional.

It would be interesting to have a race on some of the trotting tracks between a trotter and a wheelman.

The Carthage Fair Association's annual races took place last Tuesday afternoon. Full particulars next week, the races not having come off at the time of this writing.

Some of the riders were out at Carthage Fair grounds last Sunday for the purpose of practising on the track, and they say it was quite soft, but will be in fine condition for the races.

Latonia track is described as being splendidly hard and even.

The Cincinnati *Enquirer* has at last invested in a bicycle editor. In his column last Sunday he makes several refreshing remarks about the ancient history of wheelmen in that city, and still persists that the Cincinnati Bicycle Club is the foremost organization of its kind in the West, because it is one of the oldest. If it is the foremost nobody ever hears of it. Has it done one single, solitary, lonesome thing in the last two or three years but sit in its comfortable headquarters and read about the hustlers in the other clubs who make the sport what it is in the city of Cincinnati and vicinity?

When that club split and ejected some of its best members because they were of a certain nationality or sect it retired into oblivion.

The Centrals are still hard at work booming their September tournament.

Some of the local papers have at last taken up the question of the rights of the cyclers to ride in

Eden Park, which question THE WHEEL has mooted off and on for some time.

The only way to do a thing is to do it, and the sooner you get at it the better.

Those who are acquainted with the proper mode of procedure to be had should make it known.

NORB.

E. C. Klipstein, of St. Louis, is East on a two weeks' visit to Boston.

The Librarian of the Brooklyn Library writes that Karl Kron's book is in demand and will be popular.

The Lynn Cycle Track Association has decided to hold a one-day tournament on Labor Day, September 5.

Rowe's fast mile at Cleveland—2:30 $\frac{1}{4}$ —proves him as fast this year as when he made the famous 2:29 4-5—probably faster.

Robert P. Porter is contributing a series of letters to the Norristown Herald on English travel. He is doing the country on a tricycle.

Designs for badges and medals for bicycle and other sporting events will be sent on application to E. R. Stockwell, 19 John street, New York, to whose advertisement we would call attention.

A twenty-five-mile road-race for the championship of Minnesota was decided yesterday on the Lake Harriet Boulevard at Minneapolis. A large number of entries had been received and the race was well contested.

KANSAS CITY, Mo., July 27, 1887.

The Gormully & Jeffery M'fg Co.,

Chicago, Ills.

Gentlemen:—We are pleased to announce the following as the result of the races, at Paola, during the second annual meet of the Kansas Division, L. A. W. Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Rover. In addition to this very good list, the writer broke the half-mile track record, Paola track, making it in 1:24.

Truly yours, FRANK S. RAY.

T. A. SMILY, ESQ.,

DEAR SIR:—The conviction that bicycle and tricycle riding is not only a pastime, but also one of the very best means for obtaining and preserving good health and spirits and prolonging life, if judiciously indulged in, led me, although sixty-four years of age, to learn it under your instructions. Having long taken an extraordinary interest in the matter, and mastered its theories as far as I could, I was the better prepared to appreciate your method of making it easy, safe, rational and pleasant, your method being based on correct laws of motion, which, as an engineer, I know must be obeyed. Therefore, I advise all those who prize health and pleasure, and have the opportunity, to avail themselves of your instructions, convinced that your cultured, pleasant and obliging manners will greatly add to the satisfaction of your pupils.

Very truly,
JULY, 26, '87.

ROBERT CRENZBAUR,
82 Lee street, Brooklyn.



Oraton Hall.

FROM A PHOTOGRAPH BY J. R. DAY.

THE NEW JERSEY WHEELMEN.

Ever since their organization, the New Jersey Wheelmen have been an active club and taken a prominent part in all matters concerning wheeling in this part of the State. The club was organized October 3, 1883, and duly incorporated, the following gentlemen being the charter members: J. S. Dustin, Victor Hesse, C. W. Northrup, A. O. Lemeris, F. W. Goodsell, A. R. Debow, E. Helleman, W. B. Thompson, C. E. Pharo, C. W. Jones, C. R. Zacharias, H. A. Smith, and J. C. Willever.

The club had the right material for a staunch foundation, and its growth in membership was rapid. It was not long before it was the largest club in the State and far-famed for its large turn-outs on club runs, lantern parades and entertainments. The first meetings of the club were held in a little back room on the second floor of the Oraton Hall building, and for some time this was their regular club room. They finally hired a commodious front room on the second floor of the same building and fitted it up in very elegant style and have remained there ever since. The illustration shows the far-famed Oraton Hall, the sign at the left is over the entrance to the club room.

The New Jersey Wheelmen have done as much, if not more, than any other club in this part of the country toward the advancement of cycling. The New York and New Jersey Team Road Racing Association was originated by this club, and the New Jersey Cycling and Athletic Association was also formed by its members.

The N. J. W. have never developed any racing men, but they have been a riding club for all that. There is scarce a town of any importance in the State and southern New York that the members have not visited awheel, and there is scarce an evening during the Summer that you can go five miles in the Oranges without meeting at least one of them, as a visitor recently said, "They seem to swarm all over."

Visiting wheelmen are always cordially invited to call at the club rooms, and if they are strangers to the roads about they can almost always find some one about Messrs. Howard A. Smith & Co.'s cycle depot, which occupies the entire lower floor of the building, who will pilot them through that wheeling paradise, the Oranges.

WHEEL GOSSIP.

Massachusetts has 1,219 L. A. W. members.
 Melville, N. J., announces a meet for August 30.
 The Missouri Club members cycled 19,000 miles in July.
 The Meriden Wheel Club announces a race meet for September 3.
 Benly B. Ayres has removed from Chicago to San Francisco.—*Globe*.
 Bicycles are used in the telegraph service at Manchester-by-the-Sea.
 Mr. E. W. Pope, of the Pope Mfg. Co., summers on Wintrop Beach.
 The Hartford Wheel Club will hold a tournament on September 7 at Charter Oak Park.
 The Maverick Wheel Club, of East Boston, will hold a ten mile road race on September 1.
 The Missouri Division, L. A. W., will hold its annual meet September 30 and October 1 at St. Louis.

A. L. Atkins is in Boston. He will remain in Boston but a short time, returning to California and taking Mrs. Atkins with him.

Mr. A. Kennedy Childe officiated at Cleveland. During the meet he had occasion to address the audience, who were treated to a sample of "silver-tongued oratory," of the same quality with which Kennedy electrified the good people of Hartford, shortly after he came into the country.

The Boston *Globe* has already commenced to boom C. C. Hayes for the L. A. W. Presidency. The Massachusetts C. C. is a very fine gentleman, quite a striking example of what may be evolved by a proper assimilation of beans and culture, but he will not get there next year, oh, no! We have already elected Kirk's successor, here in New York; that is, unless he succeeds himself.

The *Mechanical News* of August 15, publishes editorial on the "Liberty of the Bicycle." It might have been just the thing last year, so bigoted and monopolistic is it, but the world moves and so does bicycling. The bicycle is, in its way, a mechanical triumph, and its devotees deserve better treatment from the editor of a mechanical paper. The editor of the *Mechanical News* still "thinks it is an open question as to whether bicyclists are entitled to unrestricted use of the highways." Somebody should wake up this scribe.

C. B. Cubberly, Elmer Bliss and Eugene Sanger of the Somerville Cycle Club have been enjoying a two-weeks' outing on their cycles. They rode from Boston to New Bedford, from where they

took the steamer to Cottage City, remaining there during the meet of the Massachusetts Division. They had a cottage of their own, which they dubbed "O. U. No cottage," and a jolly time they had there entertaining friends. After the meet they went to New York city and then wheeled through the State, and by way of North Adams returned to Boston.—*Boston Globe*.

How great an influence trade interest have on the sport in England has been amply demonstrated in the course of the last two years, but in America it almost looks as though this influence has quite annihilated the old love of singing "Yankee Doodle" when the stars and stripes are carried to the front. On no other hypothesis can we account for the remarkable apathy of the American cycling press in connection with the team now in this country. Scarcely a notice or comment upon Howell's defeat by Temple has seen the light in America. Can it be that the more generous instincts of the American journalists are confined by trade pressure, emanating from the fact that Woodside, Temple, and Morgan are riding English wheels?
Wheeling.

The above is perfect rot. The American papers have carefully chronicled the doings of the American team, but they have not "crowed" over their victories, pleased as they are to see them, for various reasons.

In our opinion Woodside has not done well, and Howell's defeat by Temple we regard in the nature of an accident or a "prearranged" event. Woodside is of Irish affiliation, Morgan is a Welshman, and Temple is a German trick rider, who comes from the West and is but little known to Eastern people.

We know the team personally, and are pleased to read of and record their success, but they are not quite American enough for us to rave over, besides they are professionals, and in this country, the mass "look down" on professionals; of course, we portray public feeling and prejudice, not our personal opinion. As for the "trade pressure" fad, it is unfounded, so much so, as not to be worth discussion.

CYCLERS IN FAIRMOUNT PARK.

The persons charged with the maintenance of order in the Park should have an eye on bicyclers. Either a part of the Park should be set off for their especial use, or they should be made to drive their machines upon the public roadways with the greatest circumspection. Perhaps it would be better to entirely withdraw a privilege which has been abused of late, and which is attended with danger to others.—*Yesterday's Record*.

It seems to us that our usually fair and good-natured contemporary is unjustly severe upon the wheelmen in the editorial article of which the above extract is a representative paragraph. It talks as though the wheelmen had no rights which any one was bound to respect; were only permitted to enter the Park on suffrage and on specific pledges of good behavior; were a good deal of a nuisance anyway, and really ought not to be allowed to continue their at present restricted perambulations. What is there to justify this kind of talk? Are not the rights of a man who rides on a bicycle precisely the same as the rights of the citizen who takes his ease in a buggy or mounts the aristocratic drag? So it seems to us. Of course the argument is that a bicycle is a dangerous object, because horses are apt to shy at it, but so few accidents from this cause have been reported that the danger seems to have been greatly exaggerated. Then as to the behavior of the wheelmen. It may sometimes have been open to censure, but on the whole, the cyclist has been more sinned against than sinning, and it is the persons who strike at cyclers with their whips as they pass them, upon whom the Park guards should have an eye. Perhaps our contemporary drives a spanking team, and has personal reasons for disproving of bicycles, but it should, and to give it its dues generally does, strive at all hazards to be fair.—*Philadelphia North American*.



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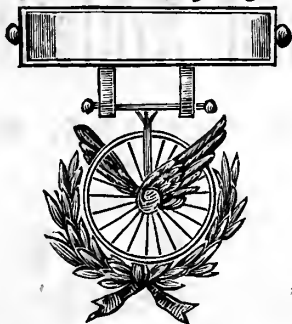
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The members of the Maverick Wheel Club, of East Boston, have arranged for a race in Winthrop on September 5 (Labor Day). The ten-mile race open to members of the club will be run on the morning of the above date, the course being as follows: Start foot of hill on other side of Junction, over bridge and turn into Pleasant street, continue round to Great Head bridge, then turn sharp to left on Shirley street, continue round the corner of Pleasant and Main streets, round this circuit twice and finish there at tape. Three prizes will be awarded if five members start, two if four start, and one if three start.

Copies of "Ten Thousand Miles on a Bicycle" labeled for the following subscriber, who are supposed to be residents of New York City, but whose addresses are not known, are now waiting claimants at 12 Warren St.: W. C. Brown and J. G. Kitchell, formerly of Cincinnati; W. L. Harris, late of Boston; E. A. Bush, W. F. Coffee, Jr.; E. A. Dobbins, late of Middletown; James Watson, formerly of the *Herald*; Wm. W. Milner, late of Brooklyn; Percy Winter, of Staten Island. If any of the foregoing do not intend to call at the designated place and "pay the promised dollar," they are requested to send notice to Karl Kron at the University Building.

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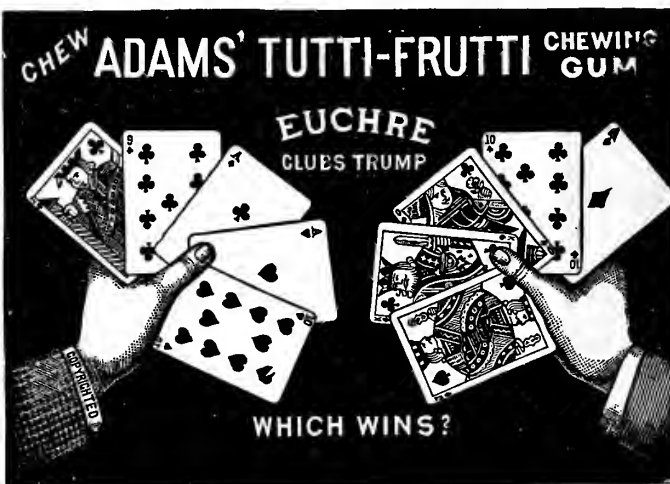
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- 1 Mile Amateur, Bicycle, Handicap.
- Club Race.
- 1 Mile Amateur, Bicycle, Lap.
- 2-Mile Professional, Bicycle, Handicap.
- Club Race.
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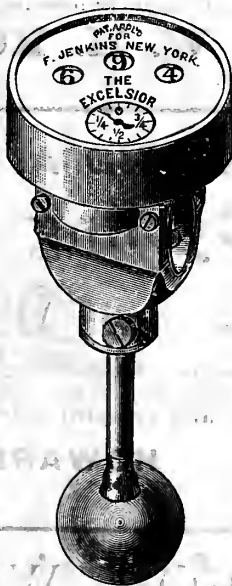
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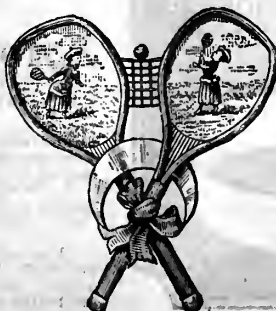
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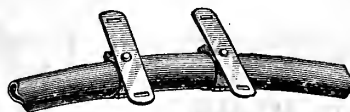
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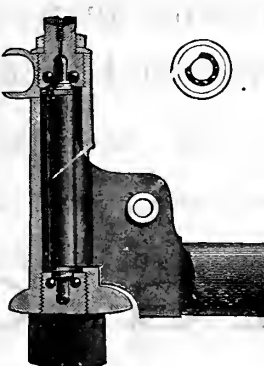
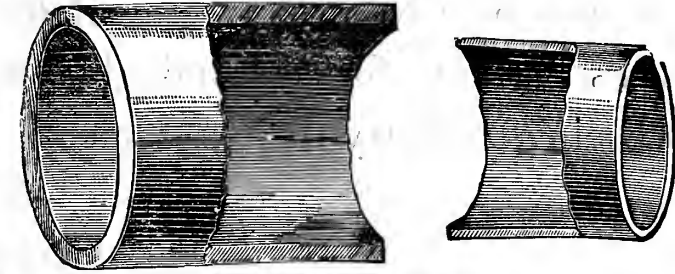

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VOL. XII.—No. 22.]

NEW YORK, AUGUST 26, 1887.

[WHOLE NUMBER, 308.]

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As the author of the above passage, being at that time editor of the *Bicycle South*, I wish to add my confirmation of everything set forth therein. Shortly after the appearance of that article I sold the wheel I was then riding and became the fortunate possessor of the identical wheel referred to. Since then I have covered some three thousand miles, and gladly testify to its superiority in many respects while it certainly holds its own on every point where it is brought into comparison with other wheels.

There is one feature upon which I wish to particularly congratulate your factory. The excellence of the nickel-plating upon the "Champion" I ride certainly speaks volumes for this class of work turned out by you. No later than some three weeks ago I have been taxed with having my wheel overhauled and certain parts re-nickeled, when in fact nothing had been done except to give the wheel an ordinary cleaning, which it was sadly in need of at the time.

The overwhelming popularity of your wheels in this part of the country is a sure indication of their worth, while the energy and enterprise displayed by you in adding all late improvements which tend to benefit riders is a guarantee that you will always be in the front rank of American manufacture.

Yours very truly,

WM. W. CRANE.

MESSRS. GORMULLY & JEFFERY,

Gentlemen:

It affords me great pleasure to state that I have been riding one of your latest American Light Champions of 1887. I have been riding it since April 1, doing an average of 10 miles a day, and have not had it in the shop yet. My machine is full nickeled and is in the same condition as the day it came from the factory. I have been caught in the rain and found no difficulty in restoring the original brightness with a dry cloth. I am pretty hard on a machine, and to stand the test that I have given the "American Light Champion," the machine must be a "champion" in the true sense and meaning of the word. The American Light Champion is a strong, durable and neat machine, and just the thing for a cyclist to own.

I have not used any of the other makes, but I have been watching them, and can plainly discern that the rider is by no means as comfortably fixed as those who ride the Champion.

The cobble-stone saddle will always speak for itself on rough roads.

The majority of the 150 riders down here use Champions—the Champions are three to one of other makes—and the roads are by no means good ones for any machine. Yet the Champion gets over them with no trouble or expense of breaks.

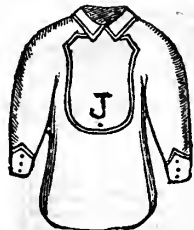
Yours, &c.,

A. E. OLIVEIRA.

Truly evidence of the foregoing character is sufficiently convincing to satisfy the most skeptical. If you are interested, send for Catalog.

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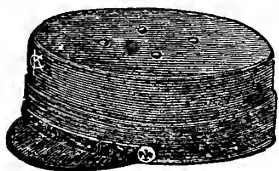
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THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.
STAR WON Hill-Climbing Contest.
" " 1-mile Open.
" " 2-mile Open.
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR WON FIVE FIRSTS:
1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Crank, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

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1, 54 New 1886 pattern American Rudge, never mounted. Enamel and nickel finish. "Fish" saddle and bag. Cost \$112.50; will sell for \$90.00.

1, 54 Harvard, standard finish, ball bearings, drop bars, new tires, good condition. Price \$50.00.

1, 50 Otto Special, standard finish, good order, "Fish" saddle and bag. Price \$30.00.

1, 36 Kangaroo, geared to 54, suited to rider of 52 or 54, ball bearings, long distance saddle, foot rests, etc., used only four months, good condition. Price \$60.00. Big bargain.

1, Premier Trike, balls, lamps, etc., good condition, \$50.00.

The above machines are sold to make room for manufacturing saddles, and are not "wrecks" sold for a purpose, but are as represented.

Sent C. O. D. upon receipt of cash amount of charges both ways.

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FOR SALE.—One 54-in Lakin Cyclometer, \$7. One O. W. Co. Head Lamp, can be used as Hub Lamp with Cyclometer, \$4.50. Z. & S. Luggage Carrier, \$1. Harwood Bell, \$2.50. All warranted as good as new. Victor Agency, Lock Box 132, Mitchell, Dakota.

FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. E., P. O. Box 444, New York City.

WANTED.—A 58-inch Columbia Expert, or other standard make wheel. All nickeled preferred. Best offer accepted. U. P., P. O. Box 2922, New York.

FOR SALE.—50-inch Standard Columbia Bicycle, nickel and enamel, balls to front, cones rear. Good order. \$35. Bieneck, Box 102, New Brunswick, N. J.

WANTED.—A good second-hand spring Star bicycle Saddle. Geo H. Smith, Watontown, Pa.

FOR SALE.—A Facile Bicycle in good condition; used but little. Price new \$136; will take \$80. For particulars address Wm. J., Jr., Asheville, Box 308, N. C.

FOR SALE.—All high grade makes of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. box 92, New Jersey.

WANTED.—One 52-in. Expert Columbia and one 52-in. Standard Columbia. State condition of wheels and particulars. Address Willard Hamman, Millwood, Kos Co., Ind.

FOR SALE.—A 50-in. Standard Columbia Bicycle in good condition. Price \$25. Want a larger wheel is why I sell. Write at once for description. Nelson A. Bradt, L. A. W. 15632, Johnstown, N. Y.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crripper Running Tricycle; 36-in., first wheel 28" geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

WANTED.—A bicycle—50-in. Expert Columbia; state particulars W. F. R., 337 Clinton st., Brooklyn

SECOND HAND Bicycles, Tricycles and Tandems. Send for clearance list, containing many genuine bargains, to the Coventry Machinist Co., 230 Columbus avenue, Boston.

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Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	4
51	52	American Rudge,	112.50	70.00	4	1	4
57	56	American Club,	150.00	75.00	4	1	2
71	54	Columbia Expert,	127.50	75.00	Hif.Nkl.	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	180.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	4
117	51	Special Star,	160.00	95.00	4	1	4
118	48	" "	115.00	75.00	3	4	2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	4	1
125	42	Special Star,	120.00	80.00	4	1	3
130	51	Special Star,	125.00	85.00	3	3	4
131	51	" "	120.00	80.00	4	2	2
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	90.00	1	2	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	85.00	4	3	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	110.00	4	3	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	3	4
160	53	Royal Mail,	140.00	85.00	3	1	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	2
174	50	Sparkbrook,	135.00	85.00	3	1	2
176	54	University,	135.00	85.00	4	4	1
179		Sp'k'k Crripper Tri.	180.00	125.00	4	2	2
180		Hbr. Tandem,	260.00	225.00	4	1	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	60.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
195		Sparkbrk. Hbr Tdm	265.00	200.00	4	2	1
196		Genuine " "	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tndm.	250.00	180.00	4	4	4
202	50	Challenge	85.00	50.00	3	2	2
207	51	Special Star	130.00	85.00	3	2	5
208	48	American Star	90.00	30.00	5	5	2
209		Columbia Safety	140.00	105.00	4	1	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	80.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
218	52	Special Columbia,	125.00	65.00	1	2	2
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	100.00	4	1	1
222	56	Col. Tri (2-track)	165.00	115.00	4	1	1
224	56	Royal Mail,	140.00	40.00	4	1	2
224	56	Royal Mail,	140.00	85.00	4	1	2
230	55	Col. Lt. Roadster,	150.00	105.00	3	1	1
231	52	Victor,	135.00	75.00	4	1	2
233	52	Columbia Expert,	137.50	100.00	1	1	1
234	52	Rudge,	135.00	100.00	4	1	1
234	52	Col. Lt. Roadster,	150.00	110.00	4	1	1
236	56	Columbia Expert,	132.50	75.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	85.00	4	1	1

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- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
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- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
- No. 36.—48-in Star. Good cond. Price \$50.
- No. 40.—52-in. English Excelsior. Price \$45.
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- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
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- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
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- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 72.—50-in. Stand. Col. Enam. Price \$40.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 74.—48-in. Special Otto. Fine cond. Bargain at \$40.
- No. 75.—52-in. New Mail. Cannot be told from new. Hardly ridden. Price \$110.
- No. 76.—46-in. Stand. Col. Price \$30.
- No. 77.—55-in. Coventry L. R. Ball bearings. Cowhorn and straight bars. Price \$73.
- No. 80.—55-in. Columbia L. R. Good cond. Price \$95.
- No. 81.—Rudge Bicycleette. Geared to 56-in. Fits any rider. Lamp. Perfect cond. Price \$120.

This Week's Bargains.

- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$55.
- No. 83.—52-in. Stand. Col. Nickel except rims. In good order. Price \$55.
- No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cow-horn bars. Balls all over. Prime cond. Price \$103.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

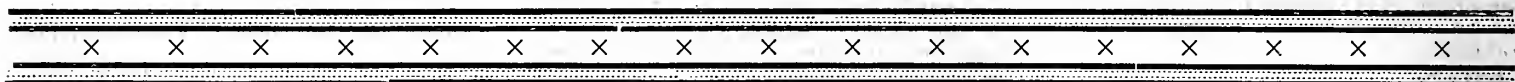
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THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lilli-bridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

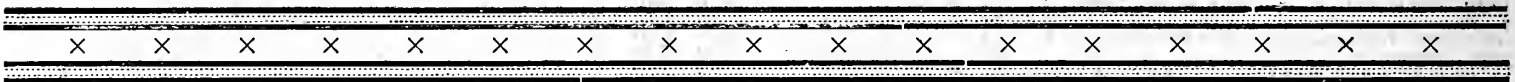
THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile on the road in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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A CALL FOR HELP.

After much consideration, the Chief Consul of New York State, in pursuance with a motion passed at the late Board Meeting, has decided to appeal for financial aid to the members of the Division. The publication of the Road Book and the passage of the Liberty bill have put the Division in a bad way financially, so that there is not enough money to pay for the last named work. No other Division has ever attempted so much within so short a time; indeed, the Road Book is of itself, a creditable achievement, but when coupled with the Liberty bill, the year's work may be pointed to with pardonable pride.

The members of the Division have received value, and they should show a willingness to pay for the same. The Road Book is worth more to each member than the amount of money the Division receives from him, and the opening of the parks and highways of the State, and the protection the "Liberty bill" affords wheelmen, is simply invaluable. Each member should feel that he is personally interested, and should not only contribute, but induce others to do likewise.

As the wheelmen of New York are more directly benefited, the Finance Committee decided to appeal to them first, in their endeavor to raise funds. For this purpose the Chief Consul sent out the following letter:

NEW YORK, August 11, 1887.

DEAR SIR:

In order to meet the demand made upon the New York State Division treasury, for funds to be used in paying the necessary expenses incurred by the passage of the Liberty bill, I am obliged to call on our members for a voluntary subscription to reimburse our treasury. Funds so raised to be used for the purpose as stated above. I enclose herewith an addressed envelope, which can be used for the transmission of your subscription to me. I trust that you will deem it consistent to respond to this call at your earliest convenience. Remittances can be made by check, postal note or money order, and receipt of same will be duly acknowledged.

The New York State Division has accomplished a great amount of work during the past season, and more perhaps than we would have been able to accomplish had our moderate income been taken into consideration, but the officers of the Division felt that the work should be done, and at once, and that the members would be willing to respond to a call for funds should one be deemed necessary. The Road Book and other expenses incidental to our organization exhausted our income, and we now find that the expenses incurred by the passage of the Liberty bill must be met by popular subscriptions. I would state here, that the total expense so incurred will aggregate about \$800. Yours truly,

GEO. R. BIDWELL,
Chief Consul.

We would urge upon every L. A. W. member in the city to subscribe, and at once. The money was expended for practical work, and those who continually cry that the League does nothing, should now step forward, and support its successful attempt to do something. Subscriptions should be sent to George R. Bidwell, 313 West 58th street, New York. The following gentlemen have subscribed to date:

John C. Gulick.....	\$10 00
Simeon Ford.....	10.00
T. A. Raisbeck.....	10.00
G. B. Owen.....	5.00
A. S. Hibbard.....	5.00
A. G. Fisk.....	5.00
L. J. Haber.....	5.00
W. H. Veysey.....	5.00
W. H. P. Veysey.....	5.00
W. W. Schenck.....	5.00
F. P. Prial.....	5.00
J. B. Halsey.....	3.00
A. Reisenberg.....	2.00
Frank Knothe.....	2.00
Paul P. Wilcox.....	1.50
Cash.....	1.00
N. H. Weed.....	1.00
A. W. Bourne.....	1.00
W. A. Keddie.....	1.00
D. Mck. Livingston.....	1.00
A. S. Monell.....	1.00
Cash.....	1.00
J. T. Francis.....	1.00

Total.....\$86.50

A THOUSAND MILE ROAD-RACE.

BOSTON TO CHICAGO.

We understand that arrangements are being perfected for the greatest road-race ever given in this or any other country, viz.: Nothing less than a scorch from Boston to Chicago, a distance of 1,024 miles.

What few of the details that have been arranged have not yet been made public; but the contest will probably take place about October 5.

Each manufacturer will be allowed to enter as many men as he wishes. The machines to be used are to be taken from the regular stock, and only one wheel is to be allowed to each man on the journey. He is to keep it in repair, and if it goes under, he is not to be allowed a new wheel. The entrance fee is to be \$50 per man. The employer of any man who uses other means than his wheel to cover ground is to be fined \$1,000. At present, it is proposed that the men shall ride from six A. M. to nine P. M., but this has not yet been finally decided upon, and the conditions may be changed to allow the men to ride straight away at their own convenience. The prizes will be three gold medals, valued at \$100.

It will be a grand contest of wheels, and the best men in the country will compete.

A PLEA FOR ROAD RACING.

Mr. M. L. Bridgman, Secretary of the Team Road Racing Association, has kindly placed in our hands a letter recently received for the President of the Association, Mr. E. J. Shriver. It would seem to us that where road racing is permitted or even sanctioned by the local authorities, and there is neither danger nor inconvenience to those who may wish to use the roads, there can be no harm in these contests. At any rate, we take pleasure in presenting Mr. Shriver's view of the matter:

MR. M. L. BRIDGMAN, Secretary and Treasurer, N. Y. & N. J., T. R. R. Ass.

DEAR SIR:—In reply to your inquiry as to my opinion on the objections which have recently been made to road-racing, I find myself compelled to entirely differ with Mr. Luscomb on the question; but I do not think that any official action by the Association is needed at present. Much as we must all regret losing so valuable an officer, his opinion is only that of an individual, which may or may not command such approval from others as would require formal recognition by us. As to the merits of the case, while his views may be correct in the abstract—although even here Mr. Wetmore very effectively shows in THE WHEEL the precedent which has been made in our favor by yacht and boat racing—there can still be no question as to the concrete fact. Our races on the Irvington-Milburn course have certainly been in no way a public nuisance, but on the contrary,

have plainly been received with great favor by the people of the vicinity. No interference with public rights has been caused, and the few instances in which individual wheelmen have been led by excitement into improper behavior, can be easily avoided in the future by slight changes of our arrangements.

Nor can I see that those of us who hold official positions in the League need feel any delicacy as to advocating road races because certain other officers think differently from us. As I understand the constitution of the League, it is a body formed for the purpose of co-operating for joint effort in the direction of attaining certain ends; it has no despotic control over the individual actions of its members. The League has quite enough work in its legitimate sphere without indulging in meddling interference with private rights. If other members of the Board disapprove of races on the road, they have a perfect right to abstain from taking part in them; but they have no right to coerce you and me. We belong to the League to aid each other, not to regulate each other; and according perfect freedom of opinion to any other member, we claim the same right of opinion for ourselves.

Yours very truly,
EDWARD J. SHRIVER,
President.

NELLIS' MILEAGE ACROSS COUNTRY.

EDITOR THE WHEEL:

Thinking that a schedule of my daily distance and riding time might be of interest to your readers, I herewith inclose same. This is only distance covered in riding on my journey. The pleasure riding done at stopping of places, is not included, but I have a record of same, which aggregates thirty-six miles, all told, making my mileage for the seventy-two days, 3,405.

Yours very truly,
G. W. NELLIS, JR.
FRISCO, August 13.

DATE.	MILES.	HOURS.	DATE.	MILES.	HOURS.
May 24	46	8½	June 29	88	10½
" 25	o rain	o	" 30	76	12
" 26	51	8	July 1	56	8
" 27	51	9½	" 2	82	10
" 28	70	11½	" 3	55	7
" 29	41	6	" 4	20	3
" 30	36	4½	" 5	44	6
" 31	77	12	" 6	43	7
June 1	48	6	" 7	43	8½
" 2	39	6	" 8	45	10
" 3	45	7½	" 9	38	7
" 4	57	9½	" 10	54	11
" 5	46	10	" 11	50	8
" 6	46	7½	" 12	47	9
" 7	43	6½	" 13	56	10½
" 8	49	8	" 14	34	6
" 9	56	7	" 15	59	11
" 10	49	10	" 16	at Ogden	
" 11	} at Chicago		" 17	56	7
" 12			" 18	52	8
" 13	28	4	" 19	56	9
" 14	65	10½	" 20	27	4½
" 15	60	9½	" 21	54	10
" 16	46	7	" 22	47	9
" 17	71	10	" 23	54	12
" 18	36	6	" 24	35	5½
" 19	38	5	" 25	46	8
" 20	24	5	" 26	57	11
" 21	36	6	" 27	58	12½
" 22	60	10	" 28	52	10
" 23	65	10½	" 29	at Reno.	
" 24	38	5	" 30	56	10½
" 25	at Omaha		" 31	54	8½
" 26	37	5	Aug. 1	56	8
" 27	67	10	" 2	69	10½
" 28	71	11	" 3	38	5

Total.....3,369 miles, 544 hrs. 54 2-5 days.

MINNESOTA ROAD CHAMPIONSHIP.

A twenty-five mile road-race, to decide the championship of the State, was given by the Minneapolis Club on Thursday, August 15. The course was over the Boulevard around Lake Harriett, necessitating nine laps to complete the distance. The starters were: E. A. Savage, Columbia light roadster; F. F. Stahl, light Champion; Charles Barwick, Victor light roadster; W. C. Cutler, Columbia light roadster; J. R. Stockdale, Victor light roadster; A. M. Bell, of Hamline, Victor roadster; Harry Lackor, Columbia light roadster; E. J. Hale, Columbia light roadster; Charles Wicht, Columbia light roadster; George Schultz, Columbia light roadster; Colie Bell, Star; J. Purvis—Bruce, Victor light roadster; J. W. Urquhart, Champion.

Shultz, Hale and Bell dropped out at four laps; Savage succumbed at six laps. Barwick finished first in 1h. 50m.; Bruce, second, time, 1:53; Stockdale, 1:54; Cutler, by a long ways. Barwick received a gold watch, Bruce a diamond ring, and Stockdale a combination gun and rifle.

[We are glad Bruce did not receive the shot gun, as we once wrote a smart par. about him.—Ed.]

THE LEAGUE UNIFORM.

The many complaints against the bad make-up of the League uniform, founded as they are on fact, will doubtless cause a change in the present method of supplying the members.

We have it on good authority, that the Uniform Committee have arrived at the conclusion that no satisfactory uniform could ever be made up from paper measurements; that to secure a perfect fit, or even a semblance of a fit, the cutter must see the man, and the coat must be tried on.

At the February, 1888, Board Meeting, it is possible that the Uniform Committee will report in favor of allowing the Secretary-Editor to supply the cloth to League members, while some house will be given the privilege of supplying the cap, hose, etc. No official tailors will be appointed, so that each man can have his own tailor make up his uniform. The result will be a better dressed crowd than League men are at present; in fact, they are often "dowdy" in appearance.

THE ROSEVILLE MEET.

The Roseville Cycling Meet, which came off at the Cycling Association's grounds on Saturday last, was a mixture of good and evil. On the side of "good" may be catalogued a fair attendance—about 1,200—and a consequent profit, excellent timing and judging, no spills, and fairly fast times. On the side of "bad," may be bulletined a high damp wind, poor handicapping and the clerks of course.

With the wind and weather we have nothing to do, as it was not of the committee's selection; with the clerks, of course, we have much to do. We had been under the impression that it was the clerks' duty to get the men out on the path and personally place them on their marks. But these men created a new precedent. One of them called out the men, and both then remained at the scratch line, admiring the scratch man, while the competitors sought their handicap marks. It was a high tribute to the character of the contestants, but no one can swear that every man started from the right mark. Early during the meet the writer politely appealed to Mr. A. G. Wurter, the Chief Clerk, for information as to the starters in a certain race. He replied that he had not even checked them off, and it was quite beyond him to obtain them. Upon further questioning, he replied that he did not know his duties, but supposed he was there as an ornament. Upon another occasion Mr. W. S. Righter was requested to ask the timers to catch Whittaker's mile time in the two mile handicap. This he refused to do, and moved off, without even a reply. This is not the kind of material to run a race meet. The clerks are the most important officials at a meet, and their failure to properly perform their duty bores the audience and disgusts them with cycle racing.

The handicapping was simply outrageous. We have the personal acquaintance of the Official Handicapper, and we regret that such harsh terms must be applied to his work. But we express the feeling of men who have been at much expense and time to get fit for these races, and they might as well have not started, for all the chance they had of placing themselves. A few of the more glaring examples we point out. In the two miles. Lamb with a record of 2:47 with but thirty yards on Crist, who is quite capable of 2:35; Stenken, record 2:46 4-5 on the scratch with Crist; Midgley, with a record of 3:01 on the 40 yards mark; Hall, 25 yards; but the placing of Munger on scratch capped the climax. In the professional mile, Whittaker, who has no record, was on scratch with Neilson, and an old campaigner like Frazier, was given 25 yards. In the mile, the handicaps were still more unjust. Crist, Munger and Stenken were at scratch, and Harry Hall on the 10 yards mark; Kolb was given 50, Lamb, 10, and Midgley, 25 yards. It was simply a burlesque.

The race meets at this track could be improved: 1st. By ringing bell several times to call out men. 2d. By clerk and assistant clerk placing the men on their marks. 3d. By appointing an official reporter to give times, non-starters, and other in-

formation to the press. 4th. By appointing an able-bodied marshal, to keep crowd off the track. 5th. By providing low seat along the outer rail, to accommodate racing men not competing, and their trainers, etc.

The track was in superb condition, and but for the wind very fast times would have been recorded. On the turn rounding into the homestretch, the wind greatly interfered with the men, slowing them up for two hundred yards. The premier event of the day was Whittaker's wonderful pedaling in the mile. If there is any man in the country capable of cutting the wind for Billy Record Rowe, it is Whit, from Whitville, Chicago. Knappy also rode well, but is still too fat for fast work. Crist proved himself in fine fettle, won his races in the easiest possible manner, without turning a hair.

SUMMARY OF THE RACES.

Officers—Referee, F. A. Kinch, Jr.; Judges, R. M. Sanger, G. C. Brown, E. W. Johnson and D. E. Drake; Timers, J. W. Smith, L. H. Johnson Jens F. Pedersen; Clerk of Course, W. S. Righter; Scorers, C. Walter Higgins and S. H. Sargent; Starter, Elliott Mason; Umpires, T. D. Palmer, J. M. McFadden and W. L. Booth; Race Meet Committee, L. J. Hardham and J. C. Willever.

ONE MILE NOVICES.

Table with 2 columns: Name and Time. A. W. Snow, Newark, 3:11; R. E. Moss, Bloomfield, 3:12 1-5; E. P. Baggott, Jersey City, 3; A. M. Drought, Baltimore, 4; T. H. Hall, Orange, 5; B. A. Quin, New York, 6.

Moss and Snow got away first, but Quin moved up quickly and led for two laps. In the last lap rush Snow and Moss got away from the field and easily secured their places, Snow winning by 6 yards; Baggott 3d by 4 yards. Time of last quarter, 4ts. Snow was the favorite, being capable of 2:55.

ONE HALF MILE DASH.

Table with 2 columns: Name and Time. W. E. Crist, Washington, 1:18 2-5; C. A. Stenken, Jersey City, 1:19 3-5; J. F. Midgley, Worcester, 3; L. J. Kolb, Philadelphia, 4; T. W. Roberts, Poughkeepsie, 5.

This was a fine race. Kolb showed prominently down the back stretch, cutting out the pace, with the rest after him. On the second lap Stenken made a break and opened up quite a gap; but the Washington man simply pedaled a little faster and gained till the homestretch, where he put it all on and won by several yards; Midgley close behind Stenken. Crist rode a genuine Humber racing wheel weighing not much over twenty pounds; Stenken drove a thirty-eight pound semi-racer Star and Midgley mounted a fifty-one pound Springfield Roadster geared to six y-three inches. The pedal motion is straight up and down and the way Midgley pedaled was a caution. He is a new man, but is quite fit to rank with the fast amateur in the country. First quarter 38 1/2 seconds.

ONE MILE CLUB.

Table with 2 columns: Name and Time. W. Van Wagoner, scratch, 2:58; R. E. Most, 50 yards, 3:02 4-5; W. N. Colfax, 125 yards, 3.

These three Bloomfield cycles stole out on the path and arranged a handicap with the above result, the race exciting little interest, principally because the audience had no idea what it all meant.

TWO MILES AMATEUR HANDICAP.

Table with 2 columns: Name and Time. W. E. Crist, Washington, scratch, 5:42; H. B. Schwartz, Reading, 60 yards, 5:43 4-5; T. H. White, New York, 100 yards, 3; W. Van Wagoner, Burlington, N. J., 125 yards, 4; Wm. Lamb, Smithville, 30 yards, 5; L. J. Kolb, Philadelphia, 100 yards, 6; J. F. Midgley, Worcester, 40 yards, 7; T. W. Roberts, Poughkeepsie, 100 yards, 8; Wm. Harding, Hartford, 100 yards, 0; H. J. Hall, Jr., Brooklyn, 25 yards, 0.

Schwartz led at the mile in 2:44 2-5, with Lamb close up. Crist gained all the way, and at a mile and a third was in the field. For two laps the men rode together, White and Schwartz showing prominently. The rush on the last lap placed the men as above, Crist winning easily by several lengths; all the rest close up, except Harding and Hall, who stopped.

ONE MILE PROFESSIONAL HANDICAP.

Table with 2 columns: Name and Time. S. G. Whittaker, scratch, 2:41 4-5; W. F. Knapp, 50 yards, 2:42; A. A. McCurdy, 25 yards, 3.

Table with 2 columns: Name and Time. C. H. Frazier, 25 yards, 4; H. S. Cornish, 100 yards, 0; Times, 39, 1:18; 2:01, 2:41 4-5.

Whittaker got going rapidly, being well shoved off by the only Eck. At the half he was well up with the field, and at the two-thirds the race was his, Cornish, who had made a big splurge at the start, having stopped. The last lap was a procession for Whit, and on the homestretch he came away, with Knapp clinging tightly to his wheel. He rode a genuine Humber racer with five-inch cranks, and the way he peddled was a sight to see. The time of the first lap—1-3 of a mile—was 51 1/2 seconds, a 2:34 1/2 pace. Considering the strong wind, to be ploughed through three times, this was a remarkable mile.

ONE MILE TANDEM TRICYCLE.

Table with 2 columns: Name and Time. W. E. Crist, H. J. Hall, Jr., E. S. Dayton, G. A. French, 3:17 1-5; 3:29 1-5.

This was a procession for the Crist-Hall combination, and the other team might as well have been at Fair Haven, Conn., for all the impression they made.

ONE MILE AMATEUR BICYCLE HANDICAP.

Table with 2 columns: Name and Time. W. Harding, 50 yards, 2:49 2-5; C. A. Stenken, scratch, 2:49 3-5; H. B. Schwartz, 25 yards, 3; Wm. Lamb, 10 yards, 4; L. J. Kolb, 50 yards, 5; J. F. Midgley, 25 yards, 6; A. W. Snow, 100 yards, 7; T. W. Roberts, 50 yards, 8; W. Van Wagoner, 60 yards, 9; T. H. White, 60 yards, 0; J. Whitson, 100 yards, 0.

The scratch man and the back markers gained all the way, and the field turned into the homestretch bunched. Harding won by a length, Schwartz a few lengths behind Stenken.

TWO MILES HANDICAP, PASSAIC COUNTY WHEELMEN.

Table with 2 columns: Name and Time. S. W. Romain, scratch, 6:34 2-5; C. Blizard, 200 yards, 6:35 1-5; Fred Shuit, 50 yards, 3; Bird Spencer, 120 yards, 4; W. B. Banker, 160 yards, Distanced; G. Sengstack, 200 yards, Distanced; James Chase, 250 yards, Distanced.

ONE MILE BICYCLE LAP RACE.

Table with 2 columns: Name and Points. W. E. Crist, 12 points; H. J. Hall, Jr., 5 points; L. J. Kolb, 3 points.

Crist led from start to finish; time, 3:01 2-5. Hall was third on the first lap and second thereafter; time, 3:01 3-5. Kolb rode second on the first lap and dropped out on the second.

TWO MILES PROFESSIONAL HANDICAP.

Table with 2 columns: Name and Time. S. G. Whittaker, scratch, 5:56 3-5; W. F. Knapp, 100 yards, 5:56 3-5.

ONE MILE CONSOLATION.

Table with 2 columns: Name and Time. Wm. Lamb, 2:55 2-5; T. W. Roberts, 2; T. H. White, 3; A. M. Drought, 0; H. C. Stevenson, 0.

Lamb and Roberts easily placed themselves.

WHITTAKER WILL CHALLENGE ROWE.

Within a few days, S. G. Whittaker, of Chicago, and at present of the Gormully and Jeffrey Team, will challenge Rowe to race any distance up to and including one mile. At present, Whittaker is training at Roseville, with Knapp and Munger, under the mentorship of T. Eck.

Until the present season, he has never had the time to properly train for path races, though his performances over the roads last Fall convinced him that he could do creditable work on the path.

"Whit" has done some racing on poor tracks and in rinks in various parts of the country, while he was travelling for the Gormully and Jeffrey Mfg. Co. But this Fall he will be given ample opportunity to prepare himself, and it was to train for road work that he came to Roseville.

His speed on the Roseville track surprised him. He has ridden a quarter mile in 35 seconds, and a representative of THE WHEEL has timed him for one-third of a mile in 47 seconds, a 2:21 pace. This time was corroborated by several other clocks; the atmospheric conditions at the time were perfect. Whit's performances at the Roseville meet prove his private trials.

Three racing Champions will shortly arrive at Roseville, and, after a little experiment with the length of cranks, Whittaker will issue his defi. At present he uses five-inch cranks, upon which he stands, using his saddle occasionally, and blazes away. His pedaling is simply marvelous.

One of the conditions will be that the contest comes off within three weeks.

FIXTURES.

August 25, 26.—Race Meet Worcester, Mass.

August 30.—Melville, N. J. Race Meet.

September 5.—Lynn Cycle Track Race Meet.

September 7.—Hartford Wheel Club's Tournament, Charter Oak Park.

September 10.—Philadelphia Road-Race for Try-on Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15.—Louisiana Division Race Meet at New Orleans.

September 21.—Albany Wheelmen's Race Meet.

Sept. 23, 24.—New York State Division Meet at Coopertown, N. Y.

September 30, October 1.—Missouri Division L. A. W. Meet.

RACING NOTES.

Prince has started training for the Fall meets.

The bright spirits of the Boston Club are projecting a steamboat excursion.

The Rhode Island Division will hold its annual meet September 20 at Narragansett Park.

A two days' tournament is being held at Worcester, Mass., on Thursday and Friday of this week.

Hollingsworth and Crocker are carefully preparing for the Fall tournaments. Both are reported as riding very fast.

The *Clipper* of August 20, showed a cut of a man, dressed in cycling garb, labelled "W. J. Morgan." We pity the editor of the *Clipper* when the Senator returns.

W. I. Wilhelm has built himself a Star racer weighing twenty-nine pounds, eleven pounds off the regular weight. It is rumored that Frazier and Lamb will also ride light wheels at the Fall race-meets.

RECORDS.—At Long Eaton, August 5, J. Du-bois rode ten miles against the professional bicycle record, and succeeded in making new figures from six to ten miles: Times, 1—2:46 4-5; 2—5:34 2-5; 3—8:24 1-5; 4—11:14; 5—14:02 4-5; 6—16:56 2 5; 7—19:46 3-5; 8—22:39 4-5; 9—25:32 2-5; 10—28:26 1-5.

The programme of races to be run at New Britain, Conn., on September 7, will include a one mile handicap, three mile handicap, five mile handicap, one mile novice and a team race between local clubs. There will be two prizes offered for each event. Entries close on August 27, and should be sent to P. O. box 203, New Britain.

It is stated by R. James, who has just returned from Australia, that the charges upon which Fred Wood was arrested were merely "trumped up"; that Wood is entirely innocent of any wrong; that he will be acquitted, and that he will bring an action for damages against his persecutors. We hope the assertions of Wood's innocence may be true.

The following events will be decided at the Brooklyn Athletic Club Grounds, DeKalb and Classon avenues, Brooklyn, on Labor Day, Sept. 5. One mile and three mile handicaps, one mile handicap for roadsters, 36 lbs. and over, and one mile mount and dismount. Valuable prizes will be given. Entries close next Monday with J. H. Mellor, 387 3d street, Brooklyn, N. Y.

RACING NOTES.—The absence of Rich and Powers from the Roseville Meet was much regretted. Rich is variously reported as being at Cape Ann, Squam, and at Lynn. It is probable he is training at the last named place. It is reported that Powers is ill with malaria, and has virtually retired from the path, Fred, Foster, the fast Canadian,

has also retired. De Blois, of Hartford, is riding very fast. A few days since he rode a mile some seconds under 2:40. Rich, Crist, Hall and Stenken will attend all the Eastern tournaments.

English Record Breaking.—At Long Eaton, P. Medinger had a go at the "flying quarter," but failed to beat record, though finishing in thirty-four seconds. On August 1, at Bridlington, R. Temple won a mile handicap from scratch in 2:35½. Woodside made an attempt to ride twenty-one miles in the hour, but failed by 279 yards; time for twenty miles: 58m. 15½s.; distance covered in one hour, 20 miles, 1,481 yards. Time at twenty-five miles, 1:12:13½, which is record.

HARTFORD RACE MEET.—The Hartford Wheel Club will hold a tournament at Charter Oak Park on Wednesday, September 7. The programme is as follows:

One mile novice.

Hartford Wheel Club, one mile handicap.

One mile professional handicap.

One mile amateur, open.

One mile amateur, three-minute class.

Five mile amateur lap race.

One mile amateur, State championship.

One mile professional, championship of America.

One mile amateur handicap.

One mile amateur team race.

One mile amateur consolation.

All scratch races will have time limits. Entries, \$1.00 for each event, close September 3, with H. H. Smith, Drawer C., Hartford, Conn. The prizes will aggregate \$1,000 in value.

SOME LOCAL RACES.—Several events will be decided near and within New York during September, as follows: September 5, Staten Island, A. C. game, two miles handicap, entries close August 30th, with F. W. Jansen, P. O. Box 125, New York city. The Nassau Wheelmen's meet will be held on the same day at 4 P. M., and contestants at the Staten Island games will have time to get to the Wheelmen's meet. September 10, at the Manhattan games, a one and a half miles handicap will be decided; grounds, 86th street and Eighth avenue. Entries close September 3, with C. C. Hughes, 524 Fifth avenue, New York. September 3, two miles handicap, at Yonkers' Driving Park. Entry free. Close August 27, with J. A. Byrne, 10 Washington street, Yonkers, N. Y. At the championship games, to be held at the Manhattan grounds on September 17, a one and a half miles championship race will be decided. Entrance fee, \$2. Close September 7, with William Halpin, P. O. Box 3478, New York.

TOURING CHAT.

[Address all communications to A. B. Barkman, Chairman L. A. W. Bureau of Information, No. 608 Fourth avenue, Brooklyn, N. Y.]

TOURING.*

There is little doubt that by far the largest number of active cyclers find their pleasure in touring. The pottering cyclist, who never ventures far from home, has no idea of the enjoyments to be found in country rambles on the wheel. The touring field is practically open to any rider who has time to devote to it, and the number of cyclers who thus spend their Summer holiday is yearly increasing. These holiday tourists, guided by past experience, or by the advice of their more practical fellows, plan their trips with an eye to personal comfort, and after a few days of enjoyable riding, return home invigorated and instructed.

The first step a prospective tourist should take, after he has acquired a sufficient knowledge of his wheel and confidence in himself, is to join the League of American Wheelmen, an association formed to promote the interests of cyclers in general and tourists in particular. The initiation fee is one dollar, and the annual dues a like amount, and the writer having filled up the necessary application blank will have to wait a longer or shorter time for his ticket, usually about three weeks.

This matter having been duly arranged, the next thing is to plan the tour and select the route, which can best be done with the aid of the various road books and maps issued by the State Divisions or recommended by the Touring Department.

It then becomes necessary to decide as to the average day's journey, and on this point it is necessary to utter a very emphatic warning against the error into which so many tourists fall, of fixing

a ridiculously high standard which they find it practically impossible to carry out. A large number of beginners fancy they can ride with ease from sixty to one hundred miles daily for a week or so at a stretch, and on this basis plan their tours, with the result that they either break down utterly and are compelled to take the train home, or else they spend a miserable "holiday" riding hard against time during the whole trip, thus converting what should have been a pleasant outing into a period of incessant hard labor and discomfort.

The experienced tourist, on the other hand, rather shortens the day's journey, being satisfied with from forty to fifty miles, and generally allows a spare day in the middle of the week, in case of delay by rain or other causes, or a desire to take in some pleasant side trip or object of interest, thus letting himself off as easily as possible with a view to the more complete enjoyment of the tour as a whole.

For a beginner even shorter distances are advisable at first; for a man who can ride his sixty or seventy miles right off, will find forty miles a day for a week quite a different matter and considerable of a task, until he has learned by experience how to economize and save his physical powers.

Except in the cases of some peculiarly constituted individuals, a solitary trip is a very slow performance, and the presence of at least one companion brightens things up materially; yet, the rider had better go alone than journey with a disagreeable companion, or one very much slower than himself. Two fairly equal riders greatly assist each other in maintaining a good rate of progression, as when one lags, the other brings him along, and when this man tires the other has perhaps recovered his pace. Large parties are scarcely so satisfactory, especially if club rules are rigidly enforced, as this course means that the whole party shall proceed at the pace of the slowest rider, which soon becomes very irksome to the faster men of the party, causing grumbling and discontent. Under such circumstances, loose riding should always be permitted, and, if possible, the slower men should be started somewhat earlier than their more speedy companions. Again, in large parties, in order to be sure of good accommodations, it is necessary that arrangements be made ahead for meals and lodging. This entails a considerable amount of care and labor upon the promoter or manager of the tour, and renders each day's journey inflexible, which often times results in considerable discomfort to the entire party, as circumstances frequently arise which make delays advisable or render progress inconvenient. My personal experience has been that two are a good number, four are better, and six the maximum for comfort and enjoyment.

The intending tourist should not start out without some sort of training and preparation for the work before him, as this course often produces most fortunate results. The mere task of sitting in the saddle for several hours daily, is painful to one who has not taken the precaution of undergoing previous practice and seasoning, and for this reason, if for no other, it is advisable that for some time before the day of departure a regular course of riding should be followed, at least three times weekly, and this riding should occupy an hour or more, and should include a little practice at hill work as well as some sharp dashes along the level. Nothing like high training is required, but something more than the easy dawdling which so many riders are fond of indulging in is necessary. It is a good plan to fix upon a stated route, say twelve or fifteen miles, and to ride over it three or four times a week, the trip being carefully timed, and the rider trying to do better on each occasion. This will seem to many somewhat of a task, but it will vastly develop the muscles, improve the wind, and increase the rider's powers for average work. If this course be carefully followed out for a fortnight or three weeks before the tour, it will not only increase the rider's capabilities, but as a natural result, add decidedly to his personal comfort. It is scarcely necessary to remark that when touring, the highest possible pace should not be attempted, but a fair, steady and regular pace adhered to throughout; and this steady and regular pace will be the easier to maintain if the rider has learned the knack of going a great deal faster. This is the theory of training, and it applies to the tourist as well as to the racing man.

A. B. B.

(To be continued.)

*Parts of this article have been adapted from that excellent work, "Cycling," of the Badminton Library of Sports, a copy of which should be in the possession of every true lover of the sport.

The Cunard Cycle Company offers its business for sale. The Cunard agents did not do even this; they simply "skipped."

THE BERKSHIRES AND LAKE GEORGE.

That touring a wheel is the true way to enjoy the summer vacation, is becoming more self-evident every year. In times past one might journey for a week at a time without having the monotony broken by the presence of a single cyclist, either on the road or at the villages en route. This state of things has happily gone with the past, at least in this section of the country, and touring wheelmen are now frequently met, and are no longer objects of supreme interest to the loungers at the wayside inn. Never have so many tourists been met on the road as during the present season, and of the numerous objective points none seem so popular as the Berkshires and Lake George.

Such a trip was taken a few weeks ago by two members of the Brooklyn Club, Messrs. Corby and Elsall, and although their route was chosen from the N. Y. Road Book, which they found authentic in every respect, in response to numerous inquiries, a brief description of their experience is here given to satisfy those whose thirst for road information seems insatiable.

Leaving New York Sunday morning, we wheeled through the Park and up Riverside Drive, circling around the tomb of General Grant, into the Boulevard and up the Kingsbridge Road and Riverdale avenue to Yonkers, and thence over the by no means insignificant hills, via Broadway to Tarrytown, arriving in a drenching rain which compelled a halt for the day.

Monday morning we took the train for Peekskill to avoid the sand and mud, wheeling thence over heavy rain soaked roads to Fishkill Village for dinner. Had it not rained the river would have been crossed from Tarrytown to Nyack, wheeling thence via Congress to Jones Point and recrossing by boat ferry to Peekskill, or else wheeling from Nyack to Suffron and up the Ramapo Valley to Newburgh and crossing to Fishkill, which latter is the best way of getting away from the Peekskill sand and around the Fishkill mountains.

From Fishkill to Wappinger's Falls the road improved, and thence to Poughkeepsie was perfect. We were well treated at the Morgan House and royally entertained by the Poughkeepsie Bicycle Club, which tendered us an escort to Rhinebeck on the following morning, which place we left in the afternoon and continued over fine roads to Upper Red Hook, where we again encountered our old enemy, rain and mud, necessitating our proceeding to the station at Barrytown and training to Hudson. The following morning our course was through Claverack, Hollowville, Martindale, and Crayville to Hillsdale, over roads which usually afford excellent wheeling, but a tornado which had visited that section the day previous spread destruction on every hand. Trees were uprooted, roads washed out, substantial iron bridges swept away like straws, houses destroyed, and people injured, some killed. Progress was consequently very slow, many streams having to be forded, and heavy mud filling up all the hollow places. The night was spent at Hillsdale, and in the morning, after two miles of indifferent riding, the base of "Oxbow" was reached. Riding here was out of the question, so dismounting we pushed forward, up the steep ascent, one mile and a quarter to the summit, from whence the road descends gently to Great Barrington, eight miles distant, which place was reached in forty minutes, coasting most of the way. The afternoon journey was beautiful in the extreme, the road winding along the Housatonic River and past Lake Mahkeenac on through Lenox to Pittsfield, the surface being of gravel and in perfect condition. A pleasant evening was spent with the Pittsfield Club, and in the morning Mr. H. S. Wolliston escorted us as far as Pontoosuc Lake. Heavier roads followed for about five miles, until Lanesboro was reached, when they improved, and the following twelve miles into Williamstown were as fine as heart could wish for. Leaving Williamstown in the afternoon, we bade good-bye to Massachusetts, crossed the line into Vermont, and after a ten-mile ride across the lower corner of the State reached North Petersburg, N. Y., and following the Hoosick River down to Hoosick Falls, completed another five days' trip. The Hoosick Wheelmen are as good hearted as can be; done all in their power to render our stay pleasant, and in the morning escorted us to Greenwich and, at the same time, endeavored to do us up, for which we forgave them. Leaving here in the afternoon, under escort of Mr. Griffin, of the Greenwich Club, we enjoyed a beautiful ride of twenty-two miles to Glens Falls. Dismounting at the Rockwell House, we were courteously greeted by Mr. John R. Calkins, League Consul, who did everything pos-

sible for our comfort and entertainment. Mr. Calkins is clerk at the Rockwell House, the League hotel, and such tourists as are fortunate enough to fall into his keeping, may be sure of being well cared for. In the evening we were shown through the rooms of the Glens Falls Athletic Association, and starting early the following morning we bumped over the ten miles of plank road and reached Caldwell, our destination, at eight A. M.

Such is their description of the trip, which, notwithstanding the frequent rains, was thoroughly enjoyed from start to finish, and I am sure that those who follow in their footsteps, will find the roads in better condition and the tour none the less enjoyable. BON.

A WAGON TOUR IN THE WHITE MOUNTAINS.

Thinking that some other cycle clubs might like to profit by our experience, I will try and give you a little sketch of the East Cambridge Cycle Club's Summer outing. We have a small club, of only about a dozen members, and during the Spring, when the question of how to spend our vacation arose, we unanimously decided to try and spend it together if possible. As we were all desirous of seeing the White Mountains, we decided to hire a team and span of horses, and drive through them, taking in all the sights there were to be seen. Accordingly, arrangements were made for a team, and we made all preparation to start. But six of our number could get off for the first two weeks of August, and so they composed the party, together with the driver.

We started from Boston, Monday, August 1, for Haverhill, Mass., where we had hired the team. We were fairly started on our drive by ten o'clock. Our baggage consisted of a small valise for each one, a heavy overcoat (for nights in the mountains are quite cold) and a pair of blankets. Besides these we had two boxes on the rack behind, one containing our food, and the other a folding table—the joint invention of two of the party—cooking utensils, and table ware. Our food was mostly canned, which we found quite palatable, and was much less bother to cook than the raw material. We carried a spider, coffee-pot, three two-quart and one two-gallon pails. The latter were very useful in heating water for various purposes, picking berries, etc. Our first meal at noon was more of a cold lunch than any other during the trip, but at supper we built a fire and had a warm meal. And just here let me mention our cook stove. We carried a piece of galvanized iron about two feet square, and whenever we wanted a fire, built a three-sided square of rocks, and set the iron on top leaving a place for the fire underneath.

The first night was the only one we were not under cover, when we camped about eight miles south of Manchester, N. H. The moon was full, and it was not uncomfortable at all. Luckily, two of our number were up early the next morning, and we were off at half-past six just as it began to rain. Tuesday night we reached East Concord, and found accommodations in a barn for ourselves and horses. Wednesday night found us in Gildford, a mile out from Lake Village, where we slept in beds for the only time during our trip. As a sample of how accommodating we found the people along the route, let me tell you how we were treated here. Our horses were stabled and fed twice, seven of us had nice beds to sleep in, and we had the use of the table and crockery ware in the house, for all of which we were charged the immense sum of one dollar.

The son of our host had visiting him a cousin from West Thornton, and strange enough, we spent the next night, Thursday, at his house, or rather in his barn. Here we had one of the most comical experiences of the trip, or rather series of experiences.

When we retired, we were soothed to rest by the grunting of a pig that was afflicted with the asthma. It had never been my luck to listen to a like noise before, but imagine a sound between a hog's grunt and the buzz of a saw mill, and you have it. One of our party had been driving that day, and not content with stopping at six o'clock, kept on during the night in his sleep, and by his continual "Whoa," "Get-up," etc., kept the horses on their feet and moving round all night. And to crown the whole collection, a rooster, perched way up on the highest beam of the barn, began to crow at the early hour of 2 A. M. This was more than one of the party could stand, and accordingly a chase was inaugurated, and the bird "shooed" from the barn. Finally, about half-past four, when we had all settled down to a cat nap before breakfast

time, a small black hen started on a race across the prostrate forms of three of the party, flapping her wings and cackling as she went. This was too much for us, and we got up and prepared to start. During the day many points of interest were passed: The Flume, Pool, Basin, Old Man, Profile Lake and Echo Lake; but as I am trying to describe the trip, and not the scenery, will leave that to some one more used to such things.

In the afternoon, just after descending a three mile hill from the Profile House towards Bethlehem, we met two cyclists from Burlington, Vt., who were traveling to Boston on their wheels, and seemed to be enjoying themselves, but it was the vote of the party that a team was the most convenient way of traveling over such hills and sands as are found in the mountains.

Friday night we reached Bethlehem, where we staid until Sunday morning, when we moved on, reaching Crawford's on Sunday night. While making camp here we were visited by "English Jack," who may be known to some of your readers as the artist who made the tour of certain dime museums last Fall, eating live frogs and snakes as an attraction. He is employed as watchman by the railroad, and entertained us by story telling while we were getting supper ready.

Monday five of us climbed the bridge path to the summit of Mount Washington, and were rewarded by one of the finest views imaginable. Tuesday, we started for home, which was reached Friday evening without any incident of special note, except, perhaps, the meeting of two more cyclists about ten miles south of Conway, who were on their way to Crawford's. One of them was a class mate of mine in the Cambridge High School, now a Harvard man, and the other a Harvard man from New York. They intended climbing Mount Washington (on foot), and then riding to Lake George, and down the Hudson River to Albany, where they would take the train home.

The expenses of our trip, not including, of course, any little knick-knacks, which the boys bought as mementos, but the actual necessary expenses were just \$18.15, which we thought quite moderate for the sights seen.

Should any of your readers care to try a similar trip, I should be glad to furnish any further particulars. Of course, every club is not situated as conveniently near to the mountains as we are, but it seems as if there must be some place of interest near at hand which would furnish an excuse for an excursion.

I have been writing this in such a hurry, that I have forgotten my name, but oh, to be sure,
EUNO.

TWO CYCLE TOURISTS.

THEIR EXPERIENCE WHILE WHEELING THROUGH SEVERAL STATES.

Eugene Sanger and Carle P. Cubberly, of the Somerville Cycle Club, have just returned from a successful two weeks' outing on their wheels. They started from Somerville Saturday morning, July 30, at 4:30, with Elmer J. Bliss, to wheel to New Bedford and take boat for Cottage City to attend the meet of the Massachusetts Division of the L. A. W. They arrived at New Bedford (distance sixty-three miles) in time for the boat leaving at 1:45. At Cottage City they secured a cottage for the club, and open house was kept there during the week. After spending a most enjoyable week at this place they took the boat on Sunday night for Fall River and New York, spending Monday at that place and starting at eleven A. M. Tuesday from the Grand Union Hotel, wheeling through Central Park and Riverside Drive to Yonkers for dinner at the Mansion House, then continuing on through Tarrytown to Garrisons, over some fine roads.

From here they took the steam ferry to West Point, arriving just in time to view the evening dress parade and review of the cadets at the military academy. They took the Albany boat at noon Wednesday, arriving at Poughkeepsie at 1:30 and visited the bicycle club rooms. From there they continued their journey north, riding through Hyde Park, Staatsburg, Rhinebeck, Red Hook, Clermont to Blue Stores, where they spent the night, having ridden thirty-two miles during the afternoon.

An enjoyable incident of the afternoon was a stop made at the handsome residence of Mr. Young, where they were hailed by Miss Kitty Blair, the granddaughter of Mr. Young, and invited to refresh themselves at the "best pump on the road." After liberally patronizing the orchard they returned to the front of the house, where a fine view

was to be had of the Hudson river and the Catskill mountains. They would advise wheelmen passing in this direction to look out for this place and not pass by it without stopping.

Leaving Blue Stores early Thursday morning they rode to Hudson, thirteen miles, to breakfast, after which they continued on to Albany, distance thirty-five miles, which they succeeded in reaching about 1 o'clock, just in time to avoid a ducking from a thunder shower. Leaving wheels at Albany they took the train for Saratoga Springs, where they spent the night, and returned to Albany Friday morning. Taking train at 5 p. m., they arrived at the beautiful town of Pittsfield, the country seat of Berkshire, Mass. Starting from here the next morning they rode through Lenox and Housatonic to Great Barrington; then returning by the way of Stockbridge in the afternoon, having spent one of the most enjoyable days of their trip. The train was then taken for Worcester, from which place they rode home Sunday, dining at Bailey's, South Natick.

Messrs. Sanger and Cubberly are enthusiastic over their trip, and recommend it to cyclers anticipating a tour.—*Boston Globe*.

A SIX-DAY TOUR.

Mr. S. L. Cromwell, of the Ilderan Bicycle Club, and a party of friends left Brooklyn last Monday on a six days wheel. The prospectus of the tour may be valuable to intending travellers a wheel.

Monday, A. M.—New York to Tarrytown, fine roads, somewhat hilly, 24 $\frac{1}{4}$ miles. Dinner at Tarrytown. P. M. Train to Peekskill, ride to Garrison's; fine hotel. Spend night at Garrison's.

Tuesday.—Garrison's to Poughkeepsie; 26 $\frac{1}{4}$ miles, good roads; dinner at P. P. M. Poughkeepsie to Rhinebeck; 16 $\frac{1}{4}$ miles; fine roads; level. Spend night at R.

Wednesday.—Rhinebeck to Hudson, 26 $\frac{1}{4}$ miles; dinner; P. M. Hudson to Great Barrington.

Thursday.—Great Barrington to Lenox, nineteen miles; level; dinner. P. M. Lenox to Lanesboro, twelve miles; good, level roads.

Friday.—Lanesboro to Williamstown, sixteen miles, fine road; dinner at W. P. M. Williamstown to Hoosick Falls, nineteen miles, good road.

Saturday.—Hoosick Falls to Melrose; twenty-one miles; fine road, level; dinner. P. M. Melrose to Albany, 16 $\frac{1}{2}$ miles; poor for one-third, level all the way. Sunday express for Albany to New York.

LEAGUE SIGN BOARDS.

Chief Consul Bidwell has sent the following letter to the 140 consuls throughout the State:

NEW YORK, August 25, 1887.

DEAR SIR:

It is my desire to take immediate action towards having suitable guide posts erected at intersections of highways in this State. I enclose herewith a copy of the law bearing on the subject. This crusade must be carried on through the Consuls as they, only, can reach the Highway Commissioners.

First—Please send me the full name and address of the *Highway Commissioner* for your township. Second—A list of signs needed to properly cover all principal crossings in your township. Third—Please interview the Commissioner, call his attention to the law, show him your list of crossings which have no guide posts, and ask him if he will see that the township comply with the law, and erect them.

If the Commissioners all over the State show a disposition to comply with the law, the State Division will undertake to supply the different townships with the signs, at actual cost, as we can get a large quantity prepared much cheaper than a few could be made.

I trust you will give this your immediate attention, and that you can have the desired information in my hands at an early date.

The statute law of New York State in relation to the placing and maintaining of sign boards or guide posts at highway crossings. Article 1 of Title I of chapter XVI of the Revised Statutes.

Sec. 12. The Commissioners of Highways of each town shall cause guide posts with proper inscriptions and devices to be erected at the intersections of all post roads in their town, and at the intersection of such other roads therein as they may deem necessary.

Sec. 13. It shall be the duty of the Overseers of Highways of each town to maintain and keep in repair at the expense of the town, such guide posts as may have been erected by order of the commissioners within the limits of the districts for

which they shall have been respectively elected or appointed.

Sec. 20. It shall be the duty of the Commissioners of Highways of each town whenever any person resident in their town, shall make complaint that any overseer of highways in such town has refused or neglected to perform any of the duties enumerated in the last preceding section, and shall give or offer to such commissioners sufficient security as to indemnify them against the costs which may be incurred in prosecuting for the penalty annexed to such refusal or neglect forthwith to prosecute such overseer for the offence complained of.

Sec. 21. If such Commissioners of Highways should refuse or neglect to prosecute for such penalty they shall in every such case, forfeit the sum of ten dollars, to be recovered by the person who shall have made such complaint and given or offered such security.

ALBANY HAPPENINGS.

The Wheelmen rode to Chatham Sunday, the 7th, twenty-six miles, where they met the Berkshire Wheelmen, dining together at the Chatham House, and returning home in the evening, about sixty miles.

Last Sunday the run was to Round Lake, where they heard the revivalist, Sam Jones, deliver one of his characteristic sermons, and from there they rode to Troy, where the boat was taken for home, after a pleasant ride of fifty-one miles.

This club is keeping up its reputation as a wheeling organization, many of its members being on long tours and Summer vacations a wheel.

They will go to the Division Meet in a body by road, and invite all intending to go to accompany them from Albany by wheel.

Joshua Reynolds, of Stockport, with his wife, will do the run with them on a tricycle.

Any wheelmen touring through this section desiring repairs, will find Mr. James Bradley, 42 Columbia street, just off Broadway, a thorough mechanic. He is Captain of the wheelmen.

Mr. William Rathbone and mate accompanied the wheelmen to Round Lake last Sunday on a Royal Salvo tandem. Many ladies took advantage of the favorable opportunity and spun around the hard roads of this noted camp-meeting grounds, thoroughly enamored of the wheel.

On September 21, the wheelmen will give their second annual Race Meeting, at which the one-mile L. A. W. championship of N. Y. State will be run, and they have secured the one-third mile track at the Richfield Athletic Grounds, on which a mile has been run under 2:40. A fine race will be the result, with such men as Rich, Powers, Kavanaugh, Burdick, Edmans, Titchener and Hersey at scratch.

TOILER.

KENTUCKY KRONICLES.

Watermelon parties at club-night gatherings are most refreshing affairs, but one club that I know of carried it a little too far, several nights ago. They fell to throwing the rinds after the feast was over, and, being present, the only thing I could do was to crawl under the bed in the room upstairs and think very deeply of the simile between the scene I had just left and Bret Harte's "Society upon the Stanislaus" where—

"The way they heaved those fossils in their anger was a sin,

Till the skull of an old mammoth caved the head of Thompson in."

The rind of an old watermelon caved in the front window, the lamps were extinguished, Len. Smith went out in the street with an ice cream bucket full of rinds to throw at the besmeared members, when a "whole" half melon hit him right on the shirt front, and just then, while a crowd of 2,000 people assembled on either side (out of range), the city police entered and quieted matters.

"And this is all I have to say of these improper games," etc.

Karl Kron does not do justice in his book to this fair State of ours.

A party of tourists came over his route last week and they didn't complain of being taken for scissors-grinders, badly fed, walked for miles, rained on, and generally abused and mistreated. No, Prof. Kron or Col. Kron, if you would not write about things just as you happened to strike them, and never think that there are hundreds of other days when the roads would be fine and rideable, maybe people would not call you "eccentric."

Messrs. Edward C. Toie and Albert M. Watcher, visited Middletown, Ohio, on the wheels, during the late unlamented hot spell.

An aged organ-grinder was lately bribed to play a concertina for an hour in the rooms and presence of the Kenton Wheel Club. Before he was through he had been offered \$6.38 to quit, and was finally forcibly ejected with great violence and speed. While flying through the air he still kept hold of the crank, and the sweet tune of "St. Patrick's Day" floated out upon the night air, and reminded the jokers, who had bribed him, that the second installment of the music money was still due and unpaid.

Mr. W. C. Verhoeff, of Louisville, Ky., passed through here some days ago, also on his way to Niagara. In fact, Niagara seems to be the mecca of the Southern tourists this year. They all go there—or at least they start for there. Whether they all get there is another matter. The sand-roads of Northern Ohio and the oil-tank bespotted country of Western New York cannot afford much genuine pleasure.

Mr. Verhoeff is an accomplished rider, bestriding a 49-in. wheel, and he prefers to ride with no brake or step, doing the *vault mount* on the steepest grades.

He also was escorted out of town by our genial Charles Hanauer.

A party of long distance tourists came through Covington last week. They were Nashville people, and had wheeled the whole distance from that city, through Tennessee and Kentucky, and expected to go on eastwardly to Niagara Falls.

The party consisted of the following gentlemen: Ed. D. Fisher, J. C. Combs, T. C. Petrie, James Gibson, Jr. They left Nashville on July 4 and rode north to Franklin, Tenn., thence to Bowling Green, Ky., Carl City, Bear Wallow, New Haven, and Louisville. Distance to Louisville 203 $\frac{1}{2}$ miles.

Thence they came East and South to Frankfort, Georgetown, and Covington by way of the Lexington Pike. Distance to Covington five hundred and fifty-three miles. They were escorted out of Cincinnati by Mr. Charles Hanauer, who rode north with them as far as Carthage.

They will go via Dayton, Cleveland, Erie, and Buffalo to Niagara Falls, then across the line into Canada to Hamilton, thence to Detroit, and from there home by rail. Their riding time was to be fourteen days, and when they passed through here they were on time in proportion to the distance expected to be covered.

The Carthage Fair Association has announced the programme of its annual wheel races.

They take place on Tuesday, August 16, beginning at one o'clock p. m.

Five races will be contested, the distances being two miles, half mile, one mile, three miles, and two and a half miles.

Nice prizes will be given, and the usual good time is expected.

The Central Club, of Cincinnati, are booming their race meet celebration, which takes place September 10.

Committees on Race, Printing and Programme, Music and Decoration, Banquet, Invitation, Reception and Railroad, have been appointed, and everything points to a most magnificent occasion.

The Latonia Agricultural Association will, in a few days, announce its programme of bicycle races to be given at the monster Latonia Fair about August 23.

Great complaint is heard among League members who have ordered suits from the foreign tailor who has the contract this year. The complaint is about the fit, and not the goods.

One man says he could encase three legs like his in the pants they sent him, and another remarks that he has not yet been able to get into his.

Mr. S. Wade Hampton, Jr., of Memphis, Tenn., contemplates a tour through that state and Kentucky, to his old home, Covington.

The Central Wheelmen of Cincinnati now have thirty-eight members.

A number of Cincinnati wheelmen will ride to Mansfield, O., to the Ohio State Meet. NORB.

A LEAGUE VICTORY.

LEAGUE HAPPENINGS.

Information has been received by the Rights and Privileges Committee that the City "fathers" of Beatrice, Neb., have repealed the ordinance prohibiting wheelmen from using certain roads.

It will be remembered that in a test case, the District Judge of Beatrice ruled that such an ordinance was unconstitutional, and the suit against the infringing wheelmen was dismissed, whereupon the authorities determined to carry the case to the Court of Appeals. Immediately the League engaged eminent counsel to defend the case, and it was doubtless their prompt action and apparent pugnacity that causes the City "fathers" to "haul in their horns." The League is saved \$100 by this move.

LEAGUE FINANCES.

At the February meeting of the Board, the present Executive Committee will hand in a full and bona fide statement of the League's finances, which will probably prove an astonisher. The committee recently discovered other irregularities which show that when the expert accountant examined the League's books in January last, the deficiency for last year was nearly \$2,000 greater than was reported. By an oversight, \$1,900 of the cash received in 1887 was credited to the 1886 account. While it will make no real difference in the standing, it will place the work of this year's Executive Committee in a much better light.

THE ROAD'S IMPROVEMENT.

While the press is wondering what President Kirkpatrick is about, he is quietly working in his own way to accomplish practical work. His latest move is in the matter of road improvement, road law, etc. A letter has just been issued to the Chief Consul of each State, in which are a number of queries, the replies to which will form a valuable library or file of reference.

Some of the queries are as follows:

Has your State any system of laws, relating to the improvement and maintenance of the highways? Give full text of such laws.

Has your State any laws defining the rights of the road, which way parties are to turn when meeting other parties, etc.? Give laws in full.

Has your State laws stating penalties for careless and reckless driving? Give full text.

Has your State any laws regulating speed on the highways?

Has the State any law regarding the erection of sign-boards?

Has your State any law of the same tenor of the "Liberty bill" recently passed by the New York State Legislature? If not, what chance is there of passing such a law? What amount of public sentiment could be worked up in favor of such a measure?

Have there been any legal decisions in the courts of your State, where wheelmen were parties to the suit? If so, give such decisions in full.

All information is to be in the President's hands by September 15.

THE REORGANIZATION COMMITTEE.

The Reorganization Committee will very probably hold its meeting at Cooperstown during the N. Y. State Camp. They are open to any suggestions as to how the League should be run. Those who have ideas on this subject should send them in at once to C. S. Luscomb, Stewart Building, New York city.

STEVENS AND KRON.

THE PALL MALL GAZETTE'S REVIEW.

"Nowadays it seems to be the men who do not go around the world who can best write about it. Jules Verne's journey, made in his own study, is delightfully full of excitement and interest. Mr. Stevens' made on a bicycle, is sadly stupid and commonplace—that is, we mean, as he tells the story in his book. The ride itself is certainly, as the *Pall Mall Gazette* said some few months ago, 'the most splendid piece of personal adventure of this century.' It required unlimited pluck, perseverance, and energy; it gave Mr. Stevens such a chance as seldom falls to the lot of men of the present day. Had he had the incentive of a Stanley, or were he a linguist and observer like Captain Fred Burnaby, or a humorist like Mark Twain, or a story-teller like Marco Polo, the record of his ride might have had great value. Had he used his own eyes, and then told us in his own way what he saw with them, he might have given

us something readable. But, unfortunately, it never seems to have occurred to him that people wanted a straightforward, simple account of what he saw and did, or else a real 'shilling shocker,' and not second-rate guide-book and common school geography information, interlarded with fine writing. The truth is that, though Mr. Stevens has admirable perseverance and pluck, he does not know how to write a book.

"On his ride he had, as he tells us in his dedication, the unstinted financial patronage of a large cycle manufacturer, a free bicycle which he very ostensibly rode, and the free range of a whole magazine, *Outing*, while for three years his doings have been continuously puffed in the newspapers of the world. What has been written about him, however, is far more interesting than what he has written about himself. Ignorant of every foreign language, and not always knowing how to make proper use of his own, incapable of seeing character either in people or countries, even in Persia and Asia Minor, he seems to have sought the American or English Consul, the telegraph clerk, the missionary—very good men in their way, but hardly those one goes around the world to see. When he does meet any one else—for example, the Shah of Persia, who seems to have tried his best to make him break his neck—or whenever he goes into strange places—into a Kurd's tent or a harem—he is not able to bring away anything that could add to the world's information, or to make an entertaining story of his own new experiences and impressions. With Mr. Higginson, who has written a preface for the book, we have nothing but admiration for the man who has so pluckily satisfied the longing 'for an adventure for his idle bravery,' but we cannot agree with him in calling the reading of the narrative pleasant, probably because we have had to read it all, while Mr. Higginson says, rather unkindly, that he has read only a few specimen chapters. We confess to growing a little impatient over the fine writing, a little incredulous over some of Mr. Stevens' statements. It is difficult to believe, for instance, that a man with a long ride before him through country barren of repair shops, would allow an Indian not only to mount his machine, but to naturally come a cropper of it. If Mr. Stevens' journey had been as rapid as that of Jules Verne's hero, we should not look for such accuracy in detail. But he gives us so many facts that our attention is called to inaccuracies, such as his reference to the measurements of French roams by yards, and to omissions such as that of any definite route. There is a colored lithograph for frontispiece, characterless as the text. Of the other illustrations it is sufficient to say that many by Mr. Rogers make the brightest pages in the book.

"Mr. Karl Kron's short description of Mr. Stevens' ride is far more readable than the elaborations of 'Around the World on a Bicycle.' It is to be regretted there are not many such readable passages in 'Ten Thousand Miles on a Bicycle,' a book which has lately appeared in America. Mr. Karl Kron has not only written, but printed, published, and advertised it, and undertaken the sales, with an industry worthy of a better cause. The book to which he has devoted all this labor is dedicated 'To the Memory of my Bull-Dog,' and is plentifully furnished with indexes, addenda, preface, table of contents, list of subscribers, and directory of wheelmen. Its ideal, Mr. Kron explains, is that of a 'gazetteer, a dictionary, a cyclopædia, a thesaurus of facts,' and he kindly adds that 'it is designed less for reading than for reference.' This is fortunate, for not only would our sense of duty as reviewer have struggled uselessly against our disinclination to read all the 585,000 words of this gazetteer, dictionary, cyclopædia, and thesaurus, but we are decidedly of the same mind as the author's correspondent, who found it difficult to wade through a single page, without his eyes watering and his nerves getting out of order, and who would have enjoyed the book better had it been made into six volumes, or, better still, had it been boiled down to one of coarse print. For a man to print eight hundred pages of such small type is in our opinion criminal. It is all very well for Mr. Kron to give his suggestions to 'the mob of gentlemen who write with ease,' that is, the reviewers, but it would have been more to the purpose had he made it possible for them in this case to read with ease. Here we may mention that he is his own critic, as well as printer, publisher, tout, and salesman, and that he 'saves us the trouble of pointing out that he is a 'crank,' and that the chief significance of his book is not literary. He also considerably tells us what he expects from us—namely, 'the sort of attention which is always bestowed upon

a man who knows what he wants and shows that he means to have it.' At the expense of watering eyes and disordered nerves we have discovered that what Mr. Karl Kron wants is to talk about himself, and almost every one of his eight hundred pages proves that in this he has been successful. The book is a masterpiece of egotism. Its author tells us the most trivial facts concerning his work and himself—how many hours he gave to it, how many to proofs, the date of its conception, the date of its completion, etc. If the general public had ever before heard of Mr. Kron, if his personality were as interesting as that of an Abraham Lincoln or a Barnum, all these trivialities might be eagerly welcomed; if the chief significance of his book were only literary, if he could write about himself as Pepsy, or Mrs. Carlyle could, why then again the trivialities might be welcomed. But Mr. Karl Kron's fame as a Yale graduate and a crank, to quote his own words, has not yet been spread abroad, and his riding is not more extensive than that of the average cyclist. The book, he says, is intended for reference, but to hardly one page have we been able to refer without reading something about the author. Moreover, as a road-book its value is questionable; if carried with one on a bicycle it would be impossible to take anything else, and we for our part prefer a change of clothes to a gazetteer, dictionary, cyclopædia, and thesaurus; it would be too much trouble to weed out Karl Kron in order to find the route; and in several cases the roads taken by Mr. Kron from one town to another are, we know from experience, the last to be recommended. We do not understand why it is that cycling should fare so badly at the hands of so many who write about it. Even those who have the greatest admiration for the sport itself might be willing, in imitation of Mr. Ruskin, to spend all their best bad language on a great part of its literature."

SUMMER DRINKS.

HINTS TO CYCLISTS.

CLARET CUP WITH SODA WATER.—This is excellent made from California wine.

BADMINTON.—A bottle of claret syrup to taste, an orange sliced, and a strip of cucumber. Strain after it is well chilled; then add a wine glass of coracoa and a syphon of soda, ice cold of course—serve at once.

CIDER CUP.—Pour a quart of cider into a pitcher, slice an orange into it or three slices of lemon; syrup or not, according as the cider is sweet or sour, add a glass of sherry and one of brandy, with a pint of crushed strawberries if in season, otherwise a cup of chopped pineapple and a few drops of almond flavoring. If champagne cider is used let it be iced before used. Let all stand till chilled, then strain and add a syphon of soda.—*Boston Globe*.

A FIRE BRIGADE TRICYCLE.—The *Oxford Times*, in noticing the recent fire brigade demonstrations at Oxford, says: "The tricycle fire apparatus—the joint invention of the captain of the Hastings Volunteer Fire Brigade, and Mr. J. Compton Merryweather—formed one of the principal attractions in the procession, and was pronounced one of the most novel features of the day. It had been ridden by road from London to Oxford in very quick time, despite the inclemency of the weather, by Messrs. F. Hale and C. T. Crowden (of Messrs. Merryweather & Sons), its total weight, fully equipped, not exceeding three cwt. The gear actually carried on this apparatus consists of one stand-pipe, one dam (forming a basket for carrying the hose, &c.), five fifty feet lengths of canvas hose, one small fire engine of a capacity of twelve gallons per minute, with suction and delivery hose, one light portable fire escape, one jumping net, six canvas blankets, one pair hand lamps, hose wrenches, spanners, &c., &c., which form in itself a very powerful and effective fire plant. Messrs. Hale & Crowden put the machine to a good practical test on the journey down, and after partaking of tea in Potscombe on Saturday, supposed intelligence was received that a fire had broken out at Tetsworth, the next village in their line of route. A hasty departure was made, and the time occupied in the transit of two miles, the getting to work, and throwing out of water on the imaginary fire at the large schoolroom, was carried out in six-and-a-half minutes, a really remarkable performance, if the weight of the machine and the many other ways in which the riders were handicapped be all considered."—*The Cyclist*.

PROSPECTUS ALBANY RACE MEET.

The Albany Wheelmen will hold a race meet at Ridgfield Park September 21.

PROGRAM.

One mile novice; three mile handicap; one-third mile one legged race, one mile, Star wheels only; five mile championship Albany and Rensselaer Co's; one mile tricycle scratch; one mile, L. A. W. State championship; one mile ride and run; two mile club handicap; one mile, boys under sixteen; one mile consolation. Entrance fee, fifty cents for each event, except State championship, for which the fee is \$1. Entries close September 17, with Henry Gallien, 289 Washington avenue, Albany.

The track is three laps to the mile and very fast. Handsome prizes will be given. The prize for the championship will be a diamond medal. Visitors to the New York State Camp would enjoy a day's stop-over at Albany.

WHEEL GOSSIP.

Burley B. Ayers will spend a short vacation in the vicinity of Gotham.

H. H. Newhall, Illinois C. C., has just returned from a six months wheel in Europe.

The *Bi. News* opines that Stevens' English lecturing tour will be a failure. This is very encouraging and doubtless Stevens will appreciate the fling.

The Richfie'd Springs B. C. had a run to Cooperstown., N. Y., on the 17th, at which place they met Chief Consul Bidwell, getting the lay of the land for the State meet.

W. H. Emery, of the Dorchester Club, and E. C. Klipstein, of the Missouri Club, St. Louis, were in Gotham on Monday and Tuesday. Klipstein is on a two weeks' pleasure trip East. Saw all the sights from Bangor, Me., to Coney Island. Has enjoyed himself immensely.

CYCLES IN WAR.—The dead walls of Paris just now are extensively placarded with an appeal from the French War Minister, urging cyclists to volunteer for the Fall military manoeuvres. They are not to be employed as combatants, but as messengers between the generals and their officers.

There is a "5,000 circulation" wandering about this country looking for a parent or guardian. The poor thing was cast off by the new proprietors of the *Wheelmen's Gazette*. Under the Duckert regime the circulation of the *Gazette* was advertised as 15,000, if we are not mistaken; now it has been pruned down to 10,000 even.

LOUISE WILL RIDE NO MORE.—Louise Armaindo was married a few weeks since to a Mr. Burnett, a prominent real estate owner of Eau Claire, worth, it is said, some \$200,000. Mr. and Mrs. Burnett were recently at Omaha, the bride being conspicuous for her diamonds and greenbacks. Lucky Louise!

Bordeaux is the wheel capital of France. In that city the upper classes of society, the merchants, manufacturers and landed proprietors all go in for the sport. They have a club which publishes a weekly paper. In Paris, cycling has not yet caught on with upper tandom, its devotees being mere boys, or youths of the "baser sort."

The Brooklyn edition of the *World* of last Sunday contains an interesting educational article on cycling. It devotes special attention to women, and doubtless many ladies will be induced to cycle. The writer gave Charles Schwalbach and his wheel headquarters an admirable send-off, which was no more than right, since Charlie supplied the material for the article.

Messrs. DeGraff and Locke, of the Harlem Wheelmen, had a most enjoyable trip on Saturday and Sunday. The pair left the DeGraff mansion, 130th street, at 1:30 P. M. Saturday afternoon. The route was up to Tarrytown, across by ferry to Nyack and up to Haverstraw, which was reached at 7 P. M. Train was taken to Newburg on account of rain. At this place Mr. Locke joined his family, and Mr. DeGraff rode on to Fultonville, to spend Sunday with his family.

What the League needs, and what it is going to have, is less centralization and stronger divisions. We do not need a stronger whole, we want stronger parts. For that reason I think Kirkpatrick will make a good President. For the same reason I am *against* the *Wheelmen's* nominee, Bidwell. Bidwell is just the man at the head of the New York Division, but at the head of the League he would be altogether too strong. We want managers and workers at the head of the divisions. All we want for President is a man to oil the machinery. Bidwell is too good a man to be put at that.—"Critic" in *American Wheelman*.

The details of the State Camp are being rapidly arranged by the Chief Consul and the committee. The C. C. went up to Cooperstown last week, and went over the ground. One has but to hear him rhapsodize over the scenery and the lake too long to go. Cooperstown may be reached by boat and rail, via Albany (excursion fare \$7), or by an all-rail route (excursion fare \$3). If a party of thirty-five or forty can be made up, special sleeping and baggage cars will be provided. Wheels are carried free. At the time of the year when it is proposed to hold the meet the country will be charming, and the girls will all have come back—and the ones he saw were lovely, says the C. C. There are several hotels, ranging in price from \$1 to \$3 per day, all good. Mr. Crittenden, proprietor of the Cooper House, has promised to give an informal hop to the boys.

The editor of the *Bicycling News* has something to say of the *American Cycling Press*, which we shall not take the trouble to republish. The fact that he thinks the *L. A. W. Bulletin* and the *Wheelmen's Gazette* the only American papers worth mentioning makes any reply unnecessary. The only point at which one might be offended is the statement that, "if the American wheelman is at all like his Press, his cerebral development must be lax indeed." In the same mail which brought us this copy of the *Bi. News*, we received a personal letter from its editor, Mr. George Lacy Hillier, in which he assured us of his kind regards, and begged an answer at our convenience, etc., etc. We beg to assure the Hon. G. L. H. that we desire no further correspondence with him, and we shall esteem it an especial mark of respect and honor if he will kindly omit to call upon us, should his present intention of visiting this country be carried out.

KANSAS CITY, Mo., July 27, 1887.
The Gormully & Jeffery Mfg Co.,
Chicago, Ills.

Gentlemen:—We are pleased to announce the following as the result of the races, at Paola, during the second annual meet of the Kansas Division, L. A. W. Out of thirteen races, eight firsts and four seconds were won on Light Champions, four firsts and six seconds on Victors, one second on a Star, one on an Ideal, and one first on a Kangaroo. The remaining second was won on a Rover. In addition to this very good list, the writer broke the half-mile track record, Paola track, making it in 1:24. Truly yours, FRANK S. RAY.

MR. SMILY.

DEAR SIR:—By your careful and thorough method of instruction, I have succeeded in learning to ride my bicycle in a very much shorter time than I thought possible, and without breaking my neck in the process. Considering that I am nearly forty years of age, and not accustomed to out-door sports, I think my success is quite as creditable to my teacher as to myself. Nothing that I have tried in years has given me such thorough satisfaction as the wheel. Yours truly,

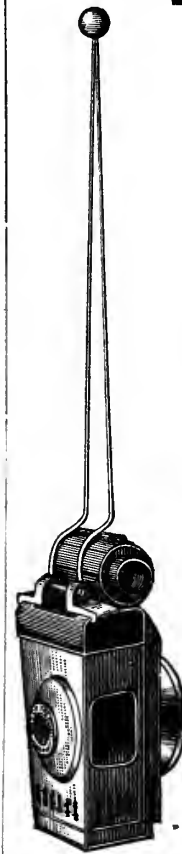
CHAS. E. BENTLEY,
12 W. 14th st., City.

SECOND ANNUAL RACE MEET
OF THE
ALBANY WHEELMEN,
At Ridgfield Athletic Grounds,
ON WEDNESDAY, SEPT. 21, 1887.

PROGRAM.

1-mile novice; 3-mile handicap, open; 1-3-mile one-legged race, open; 1-mile Star Wheels only; 5-mile Championship Albany and Rensselaer Counties; 1-mile tricycle, open; 1-mile L. A. W. New York State Championship, Diamond Medal; 1-mile ride and run, open; 2-mile Club handicap; 1-mile race for boys under 16; 1-mile consolation. Entries close to Henry Gallien, Chairman Committee, Saturday, September 17th. Fees; State Championship, \$1; other events, 50 cents.

LAMP CONTROLLER.



A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES
OF
ITS USE.

- It secures a steady light upon the track.
- It prevents lamp from going out on rough roads.
- It prevents spilling of oil from the cup.
- It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

C. H. KOYL,
1406 New York Avenue,
WASHINGTON, D. C.
who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.00.

Springfield Roadster \$75.00

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BEST MATERIAL—HEADERS IMPOSSIBLE.

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SAFEST COASTER MADE.



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General Agents New York and New Jersey,

No. 20 Warren Street, New York City.

PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 38 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

- (s) CHARLES IRVING,
- (s) LEWIS M. IRVING,
- (s) CHARLES M. IRVING.

State of New York,
City of New York, } ss.:
County of New York, }

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same.

(s) RICHARD TONE PETTIT,
Notary Public (No. 18),
City and County of New York.

SPECIAL BARGAINS

- No. 1.—36x54 Kangaroo, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
- No. 2.—56-inch American Club, all nickeled except rims; balls all round; excellent order; cost \$165; \$65.00
- No. 3.—51-inch Special Star, enameled, with nickeled trimming, balls to front, silent ratchets; A. I. order; cost \$130.00; \$75.00
- No. 4.—48-inch American Star, enameled, with polished parts; good order; \$35.00
- No. 5.—52-inch Humber, enameled finish, balls all round, dropped bars; A. I. order; cost \$135.00; \$75.00
- No. 6.—54-inch Mail, enameled, balls all round, dropped bars; fine order; cost \$125.00; \$65.00
- No. 7.—51-inch Rudge Light Roadster, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; \$100.00
- No. 8.—36-inch Standard Columbia, enameled and polished; A. I. order; \$35.00
- No. 9.—52-inch Club, all nickeled except rims, ball bearings; excellent order; cost \$135.00; \$65.00
- No. 10.—Two-Track Columbia Tricycle, latest pattern, ball pedals; A. I. order; cost \$165; \$100.00

On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

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Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed. These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

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Successors to KINNEY BROS.

Send 15 cents for sample package.

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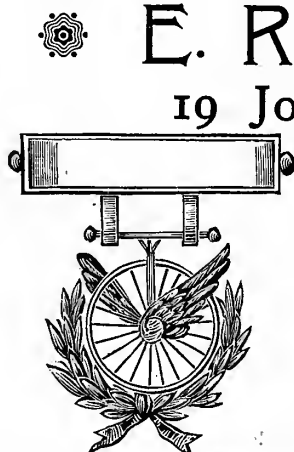
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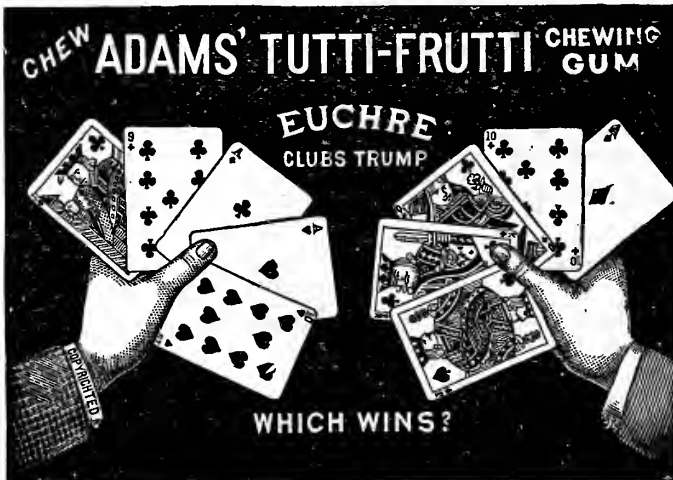
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IN SILVER AND GOLD,

At Satisfactory Prices.



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It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

The chewing of the substance of which your Gum is composed excites an abundant flow of saliva. As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M. D., LL. D.

Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*

Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*

Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico-Zapotis) consequently it is a purely vegetable substance.

It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

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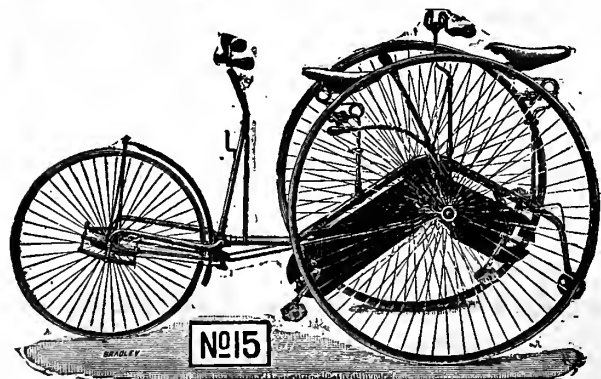
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Genuine Royal Mail Bicycles and Tricycles.



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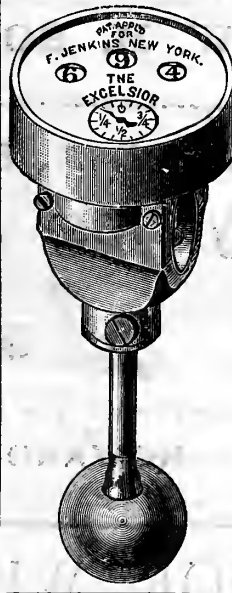
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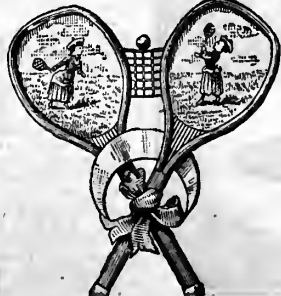
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Large Assortment of New and Second Hand Wheels of all Makes.

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DIFFICULT REPAIRS.

Largest Bicycle dealer and repairer.

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Large stock of Boys' Machines. Competent teachers, and fine track.

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WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,

PROSPECT PARK PLAZA, BROOKLYN.
F. G. SPENCER, Proprietor.

** REFRESHMENTS OF ALL KINDS. **

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PERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.

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MANUFACTURER OF
SEAMLESS SHOES.

SPECIALTIES:
Running, Walking, Bicycle,
Lawn Tennis, Foot Ball
and Base Ball Shoes.

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339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made; average weight 10 to 12 oz.

Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a pair.

All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.

DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.

Yours very truly,

A. B. RICH.

For practice, SEAMLESS CANVAS RUNNING SHOE, Light, Strong and Cheap, to order \$3 and \$3.50.
Send for Catalogue and Price List.

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59 Tremont Street, Boston, Mass.

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WOULD YOU LIKE TO SMOKE A REALLY GOOD
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THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

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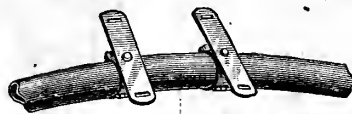
296 Broadway,

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HOWARD A. SMITH & CO.,

Cycling Sundries.

Hose Supporters,
Lighting Oil,
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Newark Lantern Hanger,
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Tire Tape,
Lubricating Oil,
Star Foot Rest,
Luggage Carriers (any wheel),
Caps.

Club Uniforms made to order.

In fact anything and everything in the Cycling line.

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Oraton Hall, Newark, N. J.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always obtain the same,

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New York, at the following prices:

Gents' Collars, 20c. 6 for	-	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	-	2.20—4.00 "
Ladies' Collars, 15c. 6 "	-	.85—1.50 "
" Cuffs, 30c. 6 "	-	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



UNQUALIFIEDLY FIRST CLASS!

High Grade in Every Sense

From the Very Start,--From the Opening of the Season,

* THE * NEW * MAIL *


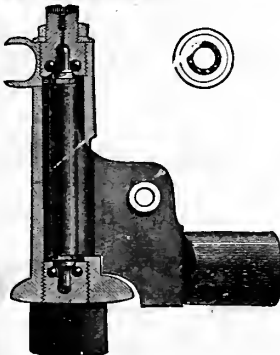
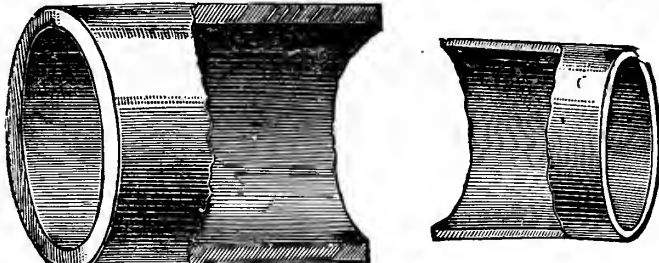

HAS RECEIVED THE BEST EVIDENCES OF MERIT, VIZ.:

A constantly increasing demand, and unasked testimonials. Wherever one has been shown, other orders surely and quickly followed. In fact, **AT NO SINGLE TIME SINCE JANUARY** have we been up with our orders. This means something. It means a good wheel.

AN AMERICAN MADE WHEEL, WITH ALL PARTS INTERCHANGEABLE,

WITH

Trigwell's ball bearing head, and perfection backbone and forks. The ball head has been **PROVED** by two years' use a great success, and the best criticsers are not competing dealers, but the users and riders, and we refer to the latter's testimonials in our catalogue. Did any rider ever see too rigid and strong backbone and forks? Are not the Strengthened Perfection Pattern Backbones and Forks common sense improvements? Notice the advantages. Perfectly rigid forks and backbones which do not break nor spring out. Especially fitted for rough road work. And look at our rim with the thickened base; no such thing as buckling.

 <p>At least, before purchase, see or send stamp for Large Illustrated Catalogue of this</p> <p>SUPERB WHEEL.</p>	 <p>TRIGWELL BALL HEAD.</p> <p>One thousand miles without oiling or adjusting. Perfect rigidity, and ease of steering. Greatest modern improvement. See testimonials in our catalogue.</p>	 <p>Sectional views of neck and back fork end of</p> <p>NEW PERFECTION BACKBONE,</p> <p>Giving increased thickness and strength at upper end, where is the greatest strain. Forks also same construction.</p>	 <p>WARWICK'S NEW RIM.</p> <p>No seam outside. Thickened metal at bottom. Cemented Tire.</p>	<p>Also, New England Agents for the</p> <p>IDEAL</p> <p>Boys' Bicycle.</p>
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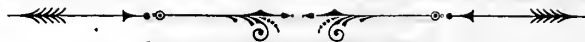
We only ask for you to SEE a New Mail, and you will buy one.

REMEMBER EXCHANGE!

We offer a splendid opportunity to exchange your old wheel for a new Royal Mail with ball head and late improvements, and having the New Mail Rim and Tire, at very low terms. Send description of your wheel, with your estimate of value, stating size wanted.

WM. READ & SONS,
107 Washington Street, Boston.

"LET OTHERS TRY THE EXPERIMENT."



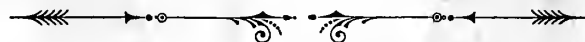
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years, safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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EDWARD W. POPE, TREASURER.

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291 WABASH AVENUE, CHICAGO.

The Most Comprehensive Cycling Catalogue Published—Fifty-two Pages, Forty-Seven Engravings—Sent Free by Mail upon Application.

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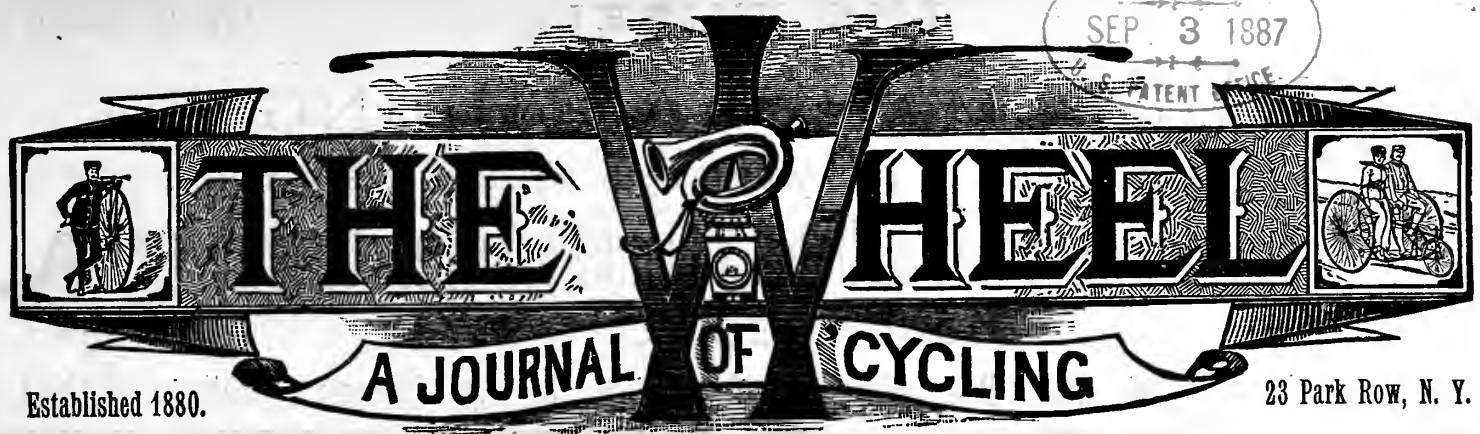
A FULL LINE OF 1887 BEESTON HUMBERS!

Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

Call or send for Catalogue

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AND RECREATION.

VOL. XII.—No. 23.]

NEW YORK, SEPTEMBER 2, 1887.

[WHOLE NUMBER, 309.

HA! HA! Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

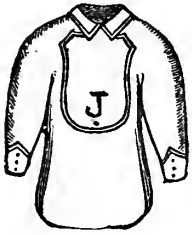
PEORIA, ILL., July 15th, 1887.
 GORMULLY & JEFFERY MFG. CO., Chicago, Ill.
 Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nicked Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.
 We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudes, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a —
 We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.
 Yours Truly,
 GEO. W. ROUSE & SON.
 HORNELLVILLE, N. Y., July 15, 1887.
 GORMULLY & JEFFERY MFG. CO.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.
 Very Respectfully Yours,
 W. B. KERNAN.
 BUFFALO, July 14, 1887.
 MESSRS. GORMULLY & JEFFERY MFG. CO.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.
 Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.
 Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.
 The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.
 Yours Truly,
 JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed, send for our Catalog.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.,

N. B.—We also manufacture a complete line of Sundries, embracing Oils, Enamels, Lamps, Bells, Shoes, Jersey Breeches and four celebrated Hammock Saddles.



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The Oldest and Most Reliable Athletic Furnishers Up-town.



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Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting, Fishing.

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Sporting Goods.
LOWEST PRICES.
123 FULTON ST
In Hat Store, up stairs.

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NEW YORK.

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ASBURY PARK, N. J.

Agents for Singer's, Apollo, Challenge, S.S.S. Single & Tandem Tricycles

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Lawn Tennis
MEDALS
MADE FROM
STRICTLY
Original Designs
AND AT
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated catalogue and price list.

THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.
" " 1-mile Open.
" " 2-mile Open.
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR WON FIVE FIRSTS:
1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 38 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

(s) CHARLES IRVING,
(s) LEWIS M. IRVING,
(s) CHARLES M. IRVING.

State of New York,)
City of New York,) ss.:
County of New York,)

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same.

(s) RICHARD TONE PETTIT,
Notary Public (No. 18),
City and County of New York.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—A Rudge Crescent Tricycle in perfect order, only been ridden about 50 miles, \$125; also a 52-in. New Rapid Bicycle, 1887 pattern, full enameled, in perfect order except finish, \$100; cost \$157.50. W. H. DeGraaf, 47 & 49 W. 14th st.

FOR SALE.—Second-hand Star, Victor and Yale machines, at grand bargains. Send for descriptive price list. Address E. H. Corson, Rochester, N. H.

FOR SALE.—50-in. Standard Columbia, in good order, dirt cheap for cash; also Nickered Harvard, 50-inch, in perfect order. Chas. Newbourg, 57 Wiloughby st., Brooklyn.

FOR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickered, all ball bearings, good as new, \$85 cash. Box 87 Brooklyn.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimme, Richfield Spa, N. Y.

1 52-in. half-nickered Expert, cowhorn bar, ball bearings, like new, only \$75. W. I. Wilhelm, Reading, Pa.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

FOR SALE.—One 54-in Lakin Cyclometer, \$7. One O. W. Co. Head Lamp, can be used as Hub Lamp with Cyclometer, \$4.50. Z. & S. Luggage Carrier, \$1. Harwood Bell, \$2.50. All warranted as good as new. Victor Agency, Lock Box 132, Mitchell, Dakota.

FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. E., P. O. Box 444, New York City.

WANTED.—A 58-inch Columbia Expert, or other standard make wheel. All nickered preferred. Best offer accepted. U. P., P. O. Box 2322, New York.

WANTED.—A good second-hand spring STAR bicycle Saddle. Geo H. Smith, Watsonstown, Pa.

FOR SALE.—All high grade makes of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. box 92, New Jersey.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crimper Running Tricycle, 38-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickered. "2" All nickered except rims. "3" Wheels enameled, balance nickered. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster,	156.50	80.00	4	1	2
51	52	American Rudge,	112.50	70.00	4	1	2
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	4	1	2
80	44	"Facile,"	130.00	70.00	4	1	2
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
98		Sparkb'k Hum. Tdm,	265.00	200.00	4	1	1
99		Col. 2-track Tricycle,	160.00	110.00	4	1	2
106	50	Special Columbia,	120.00	50.00	5	3	2
117	51	Special Star,	160.00	95.00	4	2	2
118	48	"	115.00	75.00	3	4	2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	2
125	42	Special Star,	120.00	80.00	4	1	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	"	120.00	80.00	4	2	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	90.00	1	2	1
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	85.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	110.00	4	2	1
157	46	Standard Columbia,	85.00	50.00	5	3	4
158	48	"American Star,"	90.00	50.00	5	4	4
160	53	Royal Mail,	140.00	85.00	3	1	2
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	85.00	4	2	1
168	56	New Rapid,	152.50	110.00	3	1	1
174	50	Sparkbrook,	135.00	85.00	3	2	2
176	54	University,	135.00	85.00	4	2	1
179		Sp'kb'k Crimper Tri.	180.00	125.00	4	2	2
180		"Hbr. Tandem,	260.00	225.00	4	2	1
183	58	Columbia Expert,	165.00	100.00	1	1	1
184	50	British Challenge,	120.00	60.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
195		Sparkbrk Hbr Tdm	265.00	200.00	4	2	1
196		Genuine "	250.00	200.00	4	1	1
198	52	American Club	160.00	75.00	2	2	5
199		Genuine Hbr. Tdm.	250.00	180.00	4	2	4
202	50	Challenge	95.00	50.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
208	48	American Star	90.00	30.00	5	5	5
209		Columbia Safety	140.00	105.00	4	1	1
211	50	Sanspareil	130.00	80.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
218	52	Special Columbia,	125.00	65.00	1	2	2
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	100.00	4	1	1
222		Col. Tri (2-track)	165.00	115.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	85.00	4	1	2
230	55	Col. Lt. Roadster,	150.00	105.00	3	1	1
231	52	Victor,	135.00	75.00	4	1	2
233	52	Columbia Expert,	137.50	100.00	1	1	1
234	52	Rudge,	135.00	100.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	110.00	4	1	1
236	56	Columbia Expert,	132.50	75.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	85.00	4	1	1

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- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
- No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
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- No. 71.—52-in. Am. Safety. Price \$56.
- No. 72.—50-in. Stand. Col. Enam. Price \$40.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 76.—46-in. Stand. Col. Price \$30.
- No. 77.—55-in. Coventry L. R. Ball bearings. Cowhorn and straight bars. Price \$78.
- No. 80.—55-in. Columbia L. R. Good cond. Price \$95.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
- No. 83.—52-in. Stand. Col. Nickel except rims. In good order. Price \$55.
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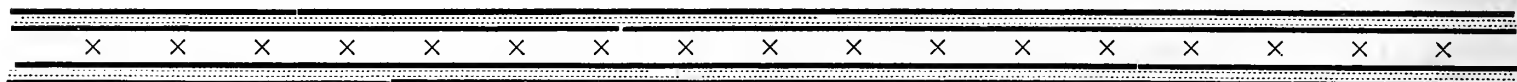
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THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile *on the road* in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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TOURING CHAT.

[Address all communications to A. B. Barkman, Chairman L. A. W. Bureau of Information, No. 608 Fourth avenue, Brooklyn, N. Y.]

TOURING—(Continued).

The rider having developed his powers by careful practice, it will next be for him to consider what are the necessaries to be carried for his comfort, or sent to various places where he may stop en route, and here again great latitude must be allowed, as tastes differ most notably, one rider regarding a tooth-brush and a piece of soap ample equipment for a week's journey, whilst another will be loaded down with packages and needless impediments, which contain necessities from his standpoint. In the matter of carrying luggage, the bicyclist is obviously less favored than the tricyclist, though he has the great advantage in traveling over the generality of our country highways. But to return to the question of luggage. The rider of a bicycle will learn with experience how to carry sufficient for comfort, which is a happy medium consisting of not too much, nor yet too little, but just enough for all reasonable requirements; and such an equipment can readily be carried on a bicycle, and renders the tourist independent of the troubles and annoyances always incidental to the sending of clothing by express, owing to frequent mistakes, delays, or miscarriage, most vexatious drawbacks which every tourist has experienced.

Some bicyclers fly light in the matter of luggage, trusting to chance for such changes as may be necessary, whilst they have always the option of going to bed if unable to obtain dry garments in which to set up. But the prudent rider, or one who has once suffered from the inconvenience and discomfort of being without, will take care to provide himself with at least one complete change of undergarments; one of the best and most convenient forms of which will be found in the full jersey suits, of not too thin texture, sold by all dealers in cycling and athletic goods, or those manufactured by Messrs. Holmes & Co., No. 17 Kingston street, Boston, which have proved to be serviceable as well as reasonable in price.

A jersey suit will roll up into a very small compass, and when put on, it completely clothes the body from neck to feet in dry woolen attire, which may be worn alone if necessary, and is, by all odds, when so worn, the most comfortable and serviceable riding suit—and over which damp outer garments may be put on again without danger from cold, if not without some little discomfort. It can also be used to sleep in at night, instead of using an ordinary night-shirt, always a bulky matter when space is limited, and the fact that woolen underclothing is a protection in case of damp sheets, is another argument recommending its adoption by the tourist. The kit is thus reduced by making one garment serve the place of two or more, and at the same time the weight to be carried is lessened, an important factor to be considered in studying the convenience of the rider, for even the strongest and most sturdy of cyclers will do well not to overweight himself in this direction.

From my experience, the following is ample for a tour of two weeks, or even longer, and can be readily carried on a bicycle: The rider, when in the saddle, should wear a thin or medium weight merino undershirt, without sleeves; a pair of thin cotton socks, which not only keep the feet clean, but also prevent chafing and soreness; a complete jersey suit, consisting of a high neck long sleeve jersey, and a pair of full tights; low shoes with stout soles, and a cap or other suitable head-gear, at the option of the wearer. For riding, the jersey suit has many advantages, and no equal for comfort, being easy, giving full and unrestricted freedom to all the limbs and muscles, warm in cool weather, cool in hot weather, and drying very quickly if the wearer chances to be caught in rain. I have seen fellow tourists on a warm Summer day, plunge into a cooling stream, jersey suit and all, and dry quickly after resuming the saddle. This practice is not to be recommended, for while it may be extremely convenient and refreshing for the time being, it is conducive to colds and rheumatism. Stout soles to a tourist's shoes are essential to comfort when an occasional bit of walking is necessary, thin soles not only hurting the feet, but occasionally producing such soreness as will temporarily lame the wearer.

In addition to what the tourist has on when clothed as above, he should also carry the following outfit: Uniform or cycling coat and pants, extra jersey suit, two pair of socks, one undershirt, from three to six handkerchiefs, one neck handkerchief or scarf, comb, tooth-brush, razor, etc., if necessary; a small sponge and a small chamois or soft leather bag with a stout drawing string, made like a tobacco pouch.

If preferred, the extra jersey suit may be omitted and a flannel riding shirt and pair of long woolen stockings substituted, in which case attention is called to the new self-supporting stockings now generally sold by dealers and which are most comfortable, answering the purpose of drawers as well and doing away with any garter encumbrances.

Having purchased two pieces of rubber cloth, of the quality known as Derby cloth, each about one yard square, proceed to roll the things up tightly in two packages, each about twenty inches long and as small in circumference as it is possible to get them, placing the coat and pants in one and the extra jersey suit and underclothing in the other, the other articles being conveniently divided between the two. Roll as tightly as possible, they cannot be too tight or snug, and wrap up securely, each in a piece of the rubber cloth, commencing at one corner that the ends may be more firmly tucked in and made watertight, and two sausage shaped parcels is the result, which should be fastened with stout rubber bands or straps to prevent unrolling. The tourist thus equipped, if overtaken by rain, may regard a wetting as a matter of no serious consequence, he being clad in woolen garments and his luggage protected by its rubber covering. But, to proceed; one of these packages, and it should be that which contains the coat and pants, is attached in front of the handle bar by means of the ordinary Lamson luggage carrier, which is the best made, care being taken that the action of the brake is not interfered with. Arriving at the noon-day resting place, if it is necessary or desirable to appear in full regalia, the coat and pants are easily got at and slipped on over the jersey riding suit, the neck handkerchief—which should be in the same package—being neatly adjusted, the tourist is presentable to appear in any dining-room. The other package, which should contain such things as will not be required until the day's journey is finished, is attached to the backbone of the machine not too far below the saddle, by means of a Z. & S. luggage carrier, and this method will be found to be far superior to the old and clumsy M. I. P. bag, which is not only more awkward to get over in mounting the machine, but more unhandy to pack, unpack, or get at its contents when en route.

The chamois bag before mentioned, is to contain smoking materials, odds and ends, not forgetting a needle and thread, frequently most useful; and such an amount of ready change as the tourist requires for incidentals during the day, the bulk of his finances being securely fastened in the pocket of his coat and wrapped with it in the bundle. This bag is safely fastened at the end of one of the handles of the machine, preferably the left, as most riders dismount and stand on that side; it is handily gotten at and is most useful in many ways. To the other handle many fasten a handkerchief, but if a loop of twine be fixed to the sponge, just large enough to easily pass over the handle, and the sponge be kept clean and moist by frequent washings at the springs and wells en route, this

will be found most refreshing and more satisfactory on a hot day, besides being a great economy in handkerchiefs.

There is considerable knack, if not skill, in doing up the parcels nicely, which can only be acquired by experience or by being taught by the experienced. An old hand will put a great deal into a very small compass, but the novice will generally make a great deal, in the way of a package, out of a very little, and the reason usually is that the articles are not folded properly before rolling.

For those who when touring will insist upon carrying an immense amount of luggage, there is no excuse, as baggage can be sent to the various points through the usual channels if one will insist in having an elaborate wardrobe. A rider is not supposed, even by the most punctilious host, to carry a wardrobe of this description, and if a host really does expect this, the guest had better go himself by train, or forward his portmanteau on before him. On the other hand, it is not necessary for the cycling tourist to be always in *deshabille*; a very small amount of care and forethought will enable him to appear carefully and appropriately dressed if nothing more.

The tourist, before he gets away from home, will do well to look over his machine, which should be done a sufficient time before the day of departure to allow for the repair of any break or damage which may be discovered. Every part should be carefully and thoroughly overhauled, the head adjusted, each nut and spoke critically examined, the brake particularly being looked to and strict search made for any flaw or crack or unexpected wear, as the slightest weakness in this important point may endanger the life or limb of the rider. The bearings should be carefully adjusted if any looseness is apparent, but they should never be screwed up so that there is no side shake at all, as the balls are thus liable to be broken. If the bearings are dirty or gritty they should be dosed with kerosene, which should be put in with an ordinary oil can and the wheels rotated rapidly, when the coagulated oil will be liquified and the grit be brought out with it. After the exudations from the bearings have been wiped off, they should be carefully oiled up anew with good oil and all the kerosene worked out. The tool bag should be looked over and contain an adjustable wrench, an oil can carefully filled with good oil, a piece of adhesive tire tape, a yard or two of stout string and some cloth in which to wrap tools to prevent their rattling. If the machine be one of the kind that require constant attention with a spoke tightener, it would be well to dispose of it at the first opportunity or give it away and get another. Last but not least, the tires should be examined all around, and should any portion, no matter how small, be loose, it should be at once attended to and made sound to undergo with safety the work before it. A. B. B.

NATURAL BRIDGE.

[L. A. W. Bulletin.]

Having just returned from a trip to the Natural Bridge, made in company with Mr. C. L. Kneisley of this place, I thought I would give a short account of it, as I might thereby disabuse some ideas of the roads gained by the perusal of K. Kron's chapter on this same route. The valley pike from Woodstock to Staunton needs no description, except to remark that for about eight miles north of Harrisonburg there is new metal, and that portion of the six miles between Mt. Crawford and Mt. Sidney, never very good, is now quite bad on account of recent storms. New metal has been placed on the road one mile or more north of Staunton.

Leaving Staunton and passing the Lunatic Asylum, the road is rough until the outskirts are reached, when it passes into a hard clay road. Guide-posts show the correct road for four miles out, and thence there is no uncertainty, save four miles further, where we turn left. This road is all ridable, with probably the exception of a hill or two, and these not on account of roughness or steepness but from the fact that they are clay and not macadam, for on the whole the hills are not as great as those on the pike. At ten and a half miles out, after crossing the railroad twice, a dismount must be made for a rocky stretch of twenty feet. Thence two miles to Greenville is fine, in places as level and smooth as any macadam. Greenville is entered on an upgrade, as are all the towns on the route. From Greenville to Midway, six miles, the road is nearly level, but somewhat rougher than the preceding; but by choosing the ground the distance can be ridden nicely in fifty minutes. At Midway, we leave Augusta County, and pass into Rockbridge, where the roads are not so

good. From Midway to Fairfield, six miles, continues nearly level and can all be ridden. After leaving Fairfield, there are more hills than usual for about three miles. Then begins a series of down-grades and levels, continuing for about five miles, passing the oldest Presbyterian Church in Virginia, built in 1756. About three miles from Lexington, a long hill is reached, passing under the Baltimore and Ohio Railroad. From the top of this hill, it is almost a continual down-grade into East Lexington, on across a bridge, after which comes a good stout pull into Lexington proper, and a hearty welcome at Irvine's Hotel. Going to the Bridge, we continue out the same street, passing on the left the cemetery where is buried Stonewall Jackson, and, at two miles out, turn left. This much-abused road was to us, not by any means tough riders, rideable for six and a half miles, where two streams have to be crossed; one with ease on an old bridge, the other with more difficulty on a log six feet in the air. In this distance there are several bad stretches of not more than ten to fifteen feet each, for which dismounts are not actually necessary, though advisable. After crossing these streams, the road is more hilly, but I do not think more than one mile need be walked out of the eight and a half miles. The last mile or so to the Bridge is a continuous down-grade, and must be partly walked returning. Our cyclometers indicated thirty-seven miles from Staunton to Lexington, and fifteen miles more thence to the Bridge.

The grades are no worse returning than going—in fact, I think they are more in the rider's favor, for from Lexington to Staunton we walked half a mile before reaching Fairfield, and none from thence to Staunton. It is true we traversed the road at its best condition, and one should always select a dry season for this trip. Apples and water were plentiful *en route*, horses quite scary, and people much interested by the bicycles and full of questions, showing that few had ever ridden all the way to the Bridge and back.

C. D. SCHMITT.

WOODSTOCK, Va., Aug. 17, 1887.

MR. NELLIS RETURNS THANKS.

SAN FRANCISCO, Aug. 12.

EDITOR THE WHEEL:

DEAR SIR:—With your permission, I would like to publish the enclosed, as supplementary to my last letter, as it partially acknowledges many favors rendered me by the wheelmen here. I sail, Monday, the 15th, on board the "San Blas," for New York, via Panama, and will arrive in the city about September 10.

My sojourn in San Francisco has been marked by a most courteous reception at the hands of the Golden Gate wheelmen, and the cycling fraternity in general. Many pleasant hours have been socially spent in the luxurious rooms of the San Francisco Bicycle Club and the Bay City Wheelmen, and the Pacific coast has every reason to be proud of these two model organizations. Among the cycling fraternity, I found a live and wide-awake class of representatives, chief among whom are Messrs. Osborn & Alexander, No. 628 Market street. Their large and commodious ware-rooms are filled with an enormous stock of fine bicycles and tricycles of all grades and makes, which, with a thorough repair shop and competent riding instructors, complete one of the best equipped and largest wheel establishments on the Pacific coast. Very truly yours,

GEO. W. NELLIS, JR.

RHODE ISLAND DIVISION MEET.

The Second Annual Excursion and Run of the Rhode Island Division will be made to Boston on September 5. The party will wheel from Trinity Square through Brighton, Newton, Newtonville, West Newton, Auburndale, Newton Lower Falls, Grantville, Lower Falls, Newton Centre, Chesnut Hill Reservoir, Brookline Corey Hill, and back to Trinity Square.

The start will be made at 8 A. M. Breakfast will be taken at Hotel Brighton, and lunch at the Woodlawn Hotel. Dinner will be had at Bailey's Hotel, at South Natick, which is about twenty miles from the start. The evening will be spent at Point of Pines, Nantasket, and other suburban points of interest.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffrey Mfg. Co., of Chicago, will be pleased to send their catalogue on application.

THE NEW YORK STATE MEET.

The annual meeting of the New York State Division, to be held at Cooperstown, September 23 and 24, is already an assured success. Members of the Division from all sections of the State are making their arrangements to attend. All the large clubs will send a delegation, and altogether this meeting will probably be the most enjoyable ever held.

We had hoped to publish this week the arrangements and details as to transportation, hotels, &c., but this must be deferred until our next issue, as the committee have been unable to complete all transportation arrangements. This much may be said, the round trip from New York City will not be over \$10, which will include sleeping car both ways. Round trip only \$7, proportionate rates will be granted from all sections of the state.

Members desiring rates will apply to Chief Consul Bidwell, 313 West 58th street, N. Y. The hotel rates at Cooperstown will be from \$1.50 to \$3 per day. The next issue of THE WHEEL will contain arrangements in full, time table of train, rates of fare, &c., and will be mailed to each member of the Division.

FIXTURES.

September 5.—Lynn Cycle Track Race Meet.
September 7.—Hartford Wheel Club's Tournament, Charter Oak Park.

September 10.—Philadelphia Road-Race for Tryon Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15.—Louisiana Division Race Meet at New Orleans

Sept. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

Sept. 17.—N. A. A. A. A. Championship Race.

September 17.—East Hartford Meet.

Sept. 20.—Rhode Island Division, Narragansett Park, Providence.

September 21.—Albany Wheelmen's Race Meet.
Sept. 23, 24.—New York State Division Meet at Coopers town, N. Y.

September 29.—Allegheny Wheel Club Tournament at Pittsburg.

September 30, October 1.—Missouri Division L. A. W. Meet.

Sept. 30-Oct. 1.—Detroit Bicycle Club Races.

THE LYNN MEET.

The Lynn Cycle Track Association's meet will be held Monday, September 5. The following is the programme:

One mile bicycle novice—First prize, gold medal; second prize, silver medal.

Three mile bicycle amateur handicap—First prize, silver watch; second prize, pair French opera glasses.

Three mile professional bicycle handicap—First prize, \$35; second prize \$20.

One mile bicycle boys' race—First prize, gold medal; second prize, silver medal.

One mile tandem tricycle on road machines—First prize, two gent's gold canes; second prize, two gold watch charms.

Two mile professional bicycle handicap—First prize, \$25; second prize, \$15.

Two mile bicycle amateur handicap—First prize, French parlor clock; second prize, silver cake basket.

Consolation race—Amateur; first prize, pair opera glasses; second prize, gent's gold ring.

THE WORCESTER MEET.

A two days' tournament was held at Worcester, Mass., on Thursday and Friday, August 25 and 26, of last week, under the management of W. F. Allen, an enterprising resident of Lynn. The tournament was not enthusiastically supported, and was probably a financial failure. The weather was very wet for a few days previous to the meet, and though the track was scraped and rolled, it was not very fast. Besides, a strong wind interfered with the riders and no interestingly fast times were recorded. Below we give summary of the races:

THURSDAY, AUG. 25, ONE MILE NOVICES.

J. Wilson, Jr., Worcester..... 3:18
F. W. Sawyer, Holden.....by several lengths
G. D. Putnam, Worcester.....close up
C. H. Morse, Worcester.....close up
F. W. Ramsdell, Worcester.....distanced
F. Martin, Worcester.....distanced

ONE MILE PROFESSIONAL.

First Heat.

W. A. Rowe..... 1:27 4-5, 2:57
R. A. Neilson.....by a foot

A procession, with Rowe as captain, to the three-quarters, when Neilson suddenly dashed to the front. Rowe was several lengths behind, in a jiffy, but quickly recovering himself, he settled to hard work, and by a long spurt, won by a foot.

Second Heat.

Horace Crocker..... 1:29 1-2, 3:12 1-2
W. A. Rhodes.....2nd
Crocker won easily.

Final Heat.

Rowe..... 2:57 4-5
Crocker.....2nd

This heat was decided on Friday. Crocker led to the half in 1:32. Rowe then went ahead and kept the race well in hand all the way, despite Crocker's efforts to get to the front.

ONE MILE AMATEUR, BICYCLE.

J. F. Midgley, Worcester..... 3:07
E. A. De Blois, Hartford..... 2
R. W. Rolston, Worcester..... 3
C. H. Lamson, Worcester..... 4
P. J. Berlo, Boston..... 5
J. R. Dunn, Millbury..... 0

De Blois cut the pace to the quarter, when the field swept up, and the men rode almost abreast. Lamson then assumed the lead, and passed the half in 1:36 2-5. On the last quarter, Midgley spurred with De Blois, and Rolston after him. Midgley won by a length, Rolston close up. Dunn took a leader on the first lap and withdrew.

ONE-HALF MILE AMATEUR.

W. W. Windle, Millbury..... 1:35 3/4
P. J. Berlo, Boston..... 2
J. D. Putnam, Worcester..... 3
J. Wilson, Jr., Worcester.....distanced

Won by a spurt on the homestretch after an uninteresting procession.

TWO MILES AMATEUR LAP RACE.

Windle..... 9:05 3/4
De Blois..... 2
Berlo..... 0

Windle won every lap, and the race by 100 yards; De Blois rode second throughout; Berlo stopped at one mile. A tiresome race.

TWO MILES PROFESSIONAL, LAP.

H. Crocker..... 12 points
W. A. Rowe..... 6 points
R. A. Neilson..... 4 points
W. A. Rhodes..... 0
S. P. Hollingsworth..... 0

Rowe led at the mile in 3:04. Crocker won the race in 6:33 3/4. Crocker's win was doubtless a friendly arrangement between he and Rowe.

TWO MILES AMATEUR HANDICAP.

C. H. Lamson, 50 yards.....
J. F. Midgley, scratch..... 2
R. W. Rolston, scratch..... 0
G. D. Putnam, 50 yards..... 0

Midgley set out at a great pace to overtake the handicap men. Pulman succumbed at the half, but Lamson managed to keep ahead to the tape. Rolston quit on the last lap.

FRIDAY, AUGUST 26, ONE MILE AMATEUR BICYCLE.

E. A. DeBlois..... 2:59 1/2
J. F. Midgley..... 2
C. H. Lamson..... 3
J. D. Putnam..... 4
R. W. Rolston..... 5

Lamson led to the half in 1:30 4-5. Midgley, DeBlois and Lamson had a race fight down the home-stretch. Fifty feet from the tape, DeBlois made a brilliant rush and won by a length.

TWO MILE PROFESSIONAL HANDICAP.

W. A. Rhodes, 200 yards..... 5:55 1/2
S. P. Hollingsworth, 275 yards..... 2
R. A. Neilson, 45 yards..... 3
H. G. Crocker, 50 yards..... 4
W. A. Rowe, scratch..... 5

Rowe caught Crocker and Neilson at a quarter mile, and then seemed content with third place. Rhodes crowded along under full sail and caught Hollingsworth at the three-quarters. Rowe made the half in 1:25 and the mile in three minutes. Entering the homestretch, Rowe, Neilson and Crocker were still fifty yards behind the leaders. Rowe's time was 5:55 1/2. Of this race, the Boston Globe says:

"The two mile professional handicap race did not prove the exciting contest that it should have,

The limit men were properly handicapped, but the start given the others was a farce. Rowe certainly did not do his best to win. His excuse after the contest was that he had ridden in so many races that he was all tired out and "wasn't going to strain himself." Considerable money changed hands on the result of the race. All the money offered on Rowe was quickly covered, and not a few of those who are supposed to know a thing or two about such matters were very anxious to wager their shekels on Rhodes."

TWO MILES LAP RACE.

The only competitors in this race were Windle and Berlo, and the former had a virtual walk-over, winning by thirty yards in 6:28 4-5

ONE MILE CHALLENGE RACE.

J. F. Midgley..... 3:06 3/4
R. W. Ralston..... 2

This was a case of Midgley first and Ralston nowhere, the former winning by fifty yards.

TWO MILES PROFESSIONAL LAP.

Rowe, 11 points..... 6:29
Crocker, 8 points..... 2
Neilson, 8 points..... 2

ONE MILE AMATEUR HANDICAP.

W. W. Windle, scratch..... 2:56 3/4
P. J. Berlo, 50 yards..... 2
C. H. Lamson, 25 yards..... 3
G. D. Putnam, 80 yards..... 4
Charles Martin, 100 yards..... 5
E. A. De Blois, scratch..... 0
J. F. Midgley, 25 yards..... 0

This was a splendid race. Midgley was riding second on the last turn, but ran too close to the pole and fell off his machine; he was but slightly hurt. De Blois, when well up in front, suddenly gave up the contest. This was the fastest mile of the tournament.

ONE MILE CONSOLATION.

C. H. Morse..... 3:28
J. B. Dunn..... 2nd

WILLIAMSPORT RACE MEET.

It is a pleasure to report at least one eminently satisfactory success in the race meet line. Such was the "third annual" of the Williamsport, Pa., Club, held at Old Oaks Park on Saturday last. Between three and four thousand people were on the grounds, to watch the sport, furnished by Crist, Wilhelm, Hall, Schwartz, Campbell and others. A band of music was an enjoyable feature.

SUMMARY OF THE RACES.

ONE MILE NOVICE.

1. George Scheele..... Reading.
2. George Graff..... Williamsport.
3. C. F. Martin..... Williamsport.
4. C. E. Gohl..... Williamsport.
5. Charles Hough..... Williamsport.
6. Robert Housel..... Williamsport.
7. John Elliott..... Williamsport.
8. Fred Simpson..... Williamsport.
9. Henry Brooks..... Blossburg.
Time 3:07.

QUARTER MILE DASH—FIRST HEAT.

1. W. E. Crist..... Washington, D. C.
2. W. I. Wilhelm..... Reading.
3. W. S. Campbell..... Niagara Falls.
4. E. L. Sheffer..... Williamsport.
Time, 40 seconds.

SECOND HEAT.

1. W. E. Crist..... Washington.
2. W. S. Campbell..... Niagara Falls.
Time, 41 seconds.

THIRD HEAT.

1. W. E. Crist..... Washington.
2. E. L. Sheffer..... Williamsport.
Time, 45 seconds.

Crist declared winner, having taken all the heats.

HALF MILE CLUB RACE.

J. W. Bowman, walked over.

TWO MILE—6:45 CLASS.

1. H. J. Hall..... Brooklyn, N. Y.
2. George Scheele..... Reading.
3. H. P. McAniff..... Wilkes-Barre.
4. Henry Brooks..... Blossburg.
Time, 6:48 1/2.

HALF MILE—L. A. W. CHAMPIONSHIP.

1. W. E. Crist..... Washington.
2. W. S. Campbell..... Niagara Falls.
3. Harry Schwartz..... Reading.
4. J. W. Bowman..... Williamsport.
5. H. J. Hall, Jr..... Brooklyn.
Time, 1:21 2-5.

TWO MILE LAP.

1. W. E. Crist..... Washington.
2. H. J. Hall, Jr..... Brooklyn.
Time 6:44 3-5. Campbell, of Niagara Falls, entered, but gave out on the second half of the first mile.

BROOKS VERSUS TROTTER.

Trotter, "Kitty Wood"..... 2:40
John S. Brooks..... 2nd
Brooks was left far in the rear.

ONE MILE—2:50 CLASS.

1. W. E. Crist..... Washington.
2. Harry Schwartz..... Reading.
3. E. L. Sheffer..... Williamsport.
Time, 3:08 2-5.

TWO MILE—STATE CHAMPIONSHIP.

1. W. I. Wilhelm..... Reading.
2. J. W. Bowman..... Williamsport.
3. Harry Schwartz..... Reading.

TWO MILE HANDICAP.

1. W. E. Crist..... Washington.
2. Harry Schwartz..... Reading.
3. H. J. Hall, Jr..... Brooklyn.
4. George Scheele..... Reading.

H. P. McAniff, of Wilkes-Barre, started in the race, but dropped out on the first half. In spite of the handicap, Crist steadily forged to the front, passed all competitors and crossed the tape in 6:13.

FANCY EXHIBITION.

An exhibition of fancy riding was given by Master Cadman, five years old. The little fellow with flowing ringlets met with great favor, especially from the ladies. His performance was fine, and the applause following seemed to please him.

ONE MILE OPEN.

1. W. I. Wilhelm..... Reading.
2. J. W. Bowman..... Williamsport.

Bowman was in the lead with a fair prospect of winning, but on the last quarter, when some two hundred feet from the line, his foot slipped from the treadle, and he came in, hand organ style—using one foot. Time, 3:15.

CONSOLATION—ONE MILE.

This race was won by C. F. Martin, of Williamsport, C. E. Gohl, also of this city, coming in second. This closed the programme of the races.

RACING NOTES.

Crist won five firsts at the Williamsport meet.

Louis B. Hamilton, the one time racing crack, is a civil engineer.

One and two mile bicycle handicaps will be decided at the Yonker's Driving Park to-morrow.

Prince Wells' ten mile unicycle record is 59:45, not 1:59:45, as was recently stated in this paper.

Messrs. Maltby and Aginton have been delighting the natives of Bombay, India, with fancy riding exhibitions.

P. Furnivall is training for the Surrey Cup Race. In this race, he will meet Illston, the acknowledged fastest amateur in England.

T. H. White, of the Manhattan Club, New York, had a bad fall on Sunday afternoon. It is doubtful if he will be able to race for some time.

The Nassau Wheelmen's Meet will be held Monday, September 5th, at the Brooklyn A. C. grounds, De Kalb and Classon aves. Four wheel events will be decided.

The Worcester tournament was not a glaring success, either financial or otherwise. A first-class man was developed in Windle, who made the fastest mile, and a good one is discovered in Lamson.

A race is being arranged to come off some time in September, between E. R. Collins of Westfield, N. J., and the trotter Black Prince. The horse is to be harnessed to a sulky not weighing less than 100 pounds.

A SPEEDY ENGLISH AMATEUR.—At the Gainsborough Meeting, held August 12, at Crystal Palace, F. J. Osmond showed great form. In the mile handicap, he won his heat easily, time, 2:36 4-5, and in the final, rode a foot behind 2:38 4-5. In the three mile scratch race, Osmond won in 8:31 4-5, not half run out.

WORLD'S TANDEM RECORDS.—On August 12, F. W. Allard and E. Oxborrow made professional tandem records from two to ten miles, at Coventry, England. Times, 1—2:45 3-5; 2—5:31 4-5;

3—8:22 2-5; 4—11:10 3-5; 5—13:58 2-5; 6—16:45 1-5; 7—19:37; 8—22:26; 9—25:14 4-5; 10—27:56. The last mile occupied 2:41 1-5.

INTERNATIONAL RACING.—The American Team appeared at Grimsby, August 9-10. Summary: Half mile, R. Temple, 1:25 2-5; F. J. Lees, 2d. One mile handicap, Temple, 2:44 1-5. Quarter mile, Temple, 44 1-5; Lees, 2d. One mile, Temple, 3:11; Lees, 2d. Temple also won a half mile race at North Shields; time, 1:21 1-5.

RACES AT WOODSTOCK, VA.—The following events will be decided at the County Fair, October 4—One mile, wheels 35 pounds and over; one hundred yards slow race; three mile lap race. October 5—half mile novices; half mile, without hands; one mile handicap. Entrance fee, fifty cents for each event. Address N. B. Schmitt, Woodstock, Va.

HOWELL COMING TO AMERICA.—There seems to be a probability just now, that Howell will visit this country this Fall, and ride a series of races with W. A. Rowe. The arrangements have not been finally decided upon, but they will probably be completed. Howell is reported as riding faster than at any previous time in his career, and as for Rowe, he is quite capable of 2:25 for the full mile.

The East Hartford Wheel Club will give three prizes for each of the following races September 10: One mile open, novice; half mile open, handicap in heats; one mile club, 3:20 class; one mile open; two mile open, handicap; two mile open, lap; one mile open handicap; three mile open, ten-minute class; one mile open, 3:20 class; three mile open. The above is subject to alteration, but is probably very nearly what will be ultimately decided on.

THE RHODE ISLAND DIVISION'S RACE MEET.—This meet will be held September 20th at Providence, commencing at 1 P. M.; track, one lap to the mile and very fast. Events—One mile amateur; one mile tandem; quarter mile professional, heats; one mile novices; one mile, Rhode Island Division championship; one mile professional; two miles amateur; one mile, Star wheels; three mile lap race. Prizes valued at \$350 will be given. Entries close with G. R. McAnslan, P. O. Box 1046, Providence, R. I.

A FOUR-IN-HAND RECORD.—A time trial was made by F. S. Buckingham, F. Sidwell, S. Golder, and F. Robinson, riding a Victoria quadricycle, on the Coventry track, August 16. Taking a flying start, they rode a quarter mile in thirty-nine seconds, and, continuing on, completed the mile in two minutes, forty-three four-fifths seconds. This will, of course, not be a fair comparison with the times for other cycles, as the start was not a stationary one; but, on the other hand, it was not a racing machine, but an ordinary roadster of stout build which had been in rough use for three months at Aldershot Camp.

AN UNSOLICITED TESTIMONIAL.

A youth sends us the following unsolicited testimonial.
MR. EDITOR:

I have been intending for some time past to speak in honor of the "Standard Columbia Bicycle." Why should it always be "held back." Hasn't it the honor of being the first American high grade wheel, and isn't it the finest made, and undoubtedly the best wheel for the price? Hasn't eight years of hard riding, and the fact that it has gone into greater use than any other, proved its popularity, reliability, and staunchness?

And yet it is never mentioned, it is *always* the Expert and light Roadster, put into pictures and stories.

I find the Standard will stand the racket admirably, and I do not like to see its place usurped by other machines. Haven't I some followers? Perhaps some riders of the "despised" Standard (I even fault the "Pope Manufacturing Company" for slighting their machine) may be troubled with a rattle or noise from some unknown source. One of the causes is need of oil at the joint of bearing to fork, where a slight moving occurs. Another frequent cause is the top bearing of head wearing oval. I put in a piece of leather, and it answers splendidly, has been in about six months, and is not yet worn out.

A "STANDARD" RIDER.

The longest line of sundries offered in this market is that of the Gormully & Jeffrey Mfg. Co., of Chicago. If you are interested send for their catalogue.

NEW ORLEANS NOTABLES.

So THE WHEEL wishes the portraits and biographies of a few of the cycling celebrities of such afar off, unenterprising (!) Southern village as New Orleans! Well! well! How unusual! how nice! THE WHEEL wants them, and so shall it be.

* * * * *

"The sun-tempered, negative enterprise of the South." This is the way a writer in one of America's leading cycling journals refers to the inhabitants in general, and cyclers in particular, of that somewhat extensive portion of the United States, known as the South. Like Mark Twain's "Punch, brothers, punch," so has this innocent little clause clung to the writer in all of his erratic ramblings; but, unlike Mark, the scribe has not, as yet, been able to free his mind of the brain-racking sentence, and it is in one last wild endeavor to unload it on the innocent and unsuspecting readers of THE WHEEL, and to prove its dubious character that now enlists his time and pencil. Gentlemen—and ladies, too—allow me to present to you the very essence of energy and enterprise,



HARRY H. HODGSON.

Certainly, the author of the "sun-tempered, negative" paragraph, had never met this jovial, but earnest worker in the interests of cycling in the South, or it would doubtless never have been penned. Born in New Orleans thirty-one years ago, Mr. Hodgson resided in that city until 1874, when he visited Germany to complete his education at the celebrated university at Bonn, on the Rhine. While there he developed a taste for football, cricket, and other kindred sports, which, in the course of a few months, transformed him from a weak and sickly youth to a robust, strong-limbed young fellow. Pedestrian tours through Germany, Switzerland and Italy were also a source of much benefit to young Hodgson while abroad, and he has many a long jaunt to his credit. On one occasion, in company with a number of fellow students, he crossed the Alps at the Pass of St. Gothard, accomplishing the journey of forty-two and a half miles in fifteen hours. Another of his noteworthy tours was one from Bonn to Cologne, and return, a distance of fifty-two miles, which was walked in a trifle less than twelve hours. Returning to America, Mr. Hodgson engaged in business in Louisville, Ky., until 1884, when he drifted back to his old home, New Orleans, where he has since resided, earning for himself a name as a live and pushing business man, and a jovial, whole-souled companion; the great, and ever increasing number of Remington typewriters (of which he is Southern agent) testifying to the former, and his popularity in cycling circles to the latter.

Early in 1886, a short, stout, dark complexioned young man made his appearance on the streets of New Orleans astride a tricycle. Acquaintanceship revealed in him the subject of this sketch, whose nature being such, speedily became well known in local wheeldom, and of course membership in the L. A. W., New Orleans Bicycle Club, and, when organized, in the Louisiana Cycling Club were matters of but few weeks.

In August of that year he underwent his first and only racing experience. Entering in a one



COL. E. C. FENNER.

mile race with some 400 yards handicap, he started at the first fire and could not be stopped until he crossed the line exhausted and before the others had started. He remained out of the race, but took the occurrence with such rare good nature and created such merriment that he completely won the boys.

Shortly after this, he became possessed of the idea that a bicycle lantern parade would prove a novel and attractive feature of the annual Mardi Gras festivities and did not rest until the night of February 1887, saw the streets of New Orleans literally jammed with spectators gathered to view the glorious and successful completion of his cherished idea. Harry—that's the way he is familiarly called—came out the loser of a snug little sum as a result of the parade, but nothing can better illustrate his nature than his language when spoken to regarding the deficit. "I have never yet scored a failure in anything I have undertaken," said he, "and when I took up the parade scheme I resolved to make it an entire success if it cost my last dime. The parade was a success and I suppose I can pocket the loss."

In February of the present year, when it became apparent that the Chief Consulship of Louisiana was going begging, Harry Hodgson stepped in and asked for and received the office. He attended the Meet at St. Louis, and afterwards visited most of the principal cities of the North and East, becoming well acquainted with the wheeling fraternity of those sections. Before leaving for the Meet, Hodgson remarked to the writer that he intended securing recognition for the South, and he did, being appointed on the membership committee.

Although out of a membership of sixty-four in 1886, only thirty-seven renewed their League standing, C. C. Hodgson has, since his return two months ago, built up the Division until it is now four or five above last year's total. He has inspired new life into the Division's affairs since taking charge, and his unlimited tact and energy bodes much good for the future.

There are many other matters in which Mr. Hodgson has shown his earnestness and whole-souled spirit; but were each and every one to be dilated on, a fair-sized volume would result.

The photo (which was taken in June last,) represents Harry in an apparently reflective mood. This he explains by saying that he unconsciously musters up a serious look whenever sitting for his picture; but there is one little thing about it that instantly catches the eye of his New Orleans friends, and that is the style in which his hair is brushed, which is one of the direct results of his late trip, for, before he left New Orleans he brushed it in a strictly Southern fashion, but Boston and New York seem to have made it stand almost on an end. Hair, or no hair, however, he still remains the same hustling, cheery Hodgson as of old, and he and his Rudge Crescent trike continue to keep time to the music and be well in

the front of the ever-moving procession which makes the wheel go round. The sun does not seem to have tempered his energy or enterprise in the least; if anything, it has only added to a naturally sunny disposition. But New Orleans is in possession of considerably more than one energetic and enterprising individual, for one has to walk but three or four squares from the Chief Consul's office to find another in the person of

COL. E. C. FENNER,

who several years since saw the wave approaching, and determined to ride it, and ride it he did. Adding to his extensive carriage establishment a complete line of cycles and accessories, Col. Fenner has, by courteous and liberal treatment, fostered and built up a large and growing cycle trade, doing probably two-thirds of the business of the entire Southwest, which certainly speaks volumes for his energy, and it is owing greatly to his encouragement and extremely easy terms that many a small salaried New Orleans man is to-day the rider of the silent steed. Col. Fenner is generally among the foremost to subscribe to any and all movements tending toward road or street improvement, and has been the donor of a prize or two in almost every cycle race ever run in New Orleans. He is forty-one years of age, tall, broad, and of commanding appearance; has always taken an active interest in gentlemanly sports, having been an accomplished oarsman and athlete in his time, and at present is an officer in one of the most prominent rowing clubs of New Orleans, and also Inspector-General of the State militia. He is an ardent L. A. W. supporter, and the chairman of the present energetic Division Racing Board. His riding is confined entirely to occasional runs on a tandem, and while they are not many, his work in furthering the interests of the wheel are none the less earnest and fruitful. Br.

Harry Hall expects to retire from the path after this year.

Brer Bassett has another bad attack of punomia. We should like to drop a safe on him, just at the moment of inspiration and gain the gratitude of a pun-sick world.

Mr. Samuel T. Clark was in Gotham on Monday on a business trip. Messrs. Samuel T. Clark & Co. is one of the few firms that could not actually supply the demand this year for the New Rapid bike and the Quadrant trike.

We should judge advertising notices in the *Bulletin* to be worth about fifty cents per line, yet why should certain scribes, who are presumably paid for their work, be allowed to continually "crack up" certain wheels, cycling outfitings, cycling papers, etc. The *Bulletin* is a sort of public property, in which each League member is supposed to be interested. It is as a League member that we ask if Secretary-Editor Bassett might not wield the blue pencil with good effect?

WHEEL GOSSIP.

Colonel Pope is storing up Ozone at Yellowstone Park.

Mr. G. R. Bidwell announces a number of bargains, which must be sold by October 1st.

M. A. Woodbury, of Bradford, Pa., advertises an improved home trainer for the off season.

At Willows, Cala., a movement is on foot to boycott wheelmen. It ought to be renamed Weeping Willows.

"Variety is the spice of Life," said the printer as he set up Kennedy Hypen-Childe, instead of Kennedy-Childe.

Entries for the mile* and one-half championship close September 7 with William Halpin, P. O. Box 3,478, New York city.

It is reported that at a banquet given him at Boston, Brother Klipstein replied to a toast "briefly." The poor boy must have been ill.

Bon has worked in an admirable advertisement for Messrs. Holmes & Co. What he says of their cycle uniforms is unbiased and well deserved:

The East Hartford Club will hold a tournament on September 17. The programme will include ten events. Address H. D. Olmsted, Secretary.

It is reported that George W. Nellis, Jr., who has just completed a ride across the continent, will ride a Columbia wheel in the Boston-Chicago road race.

Outing has arranged to have an English edition, published by Messrs Carr & Co., and edited by Alfred C. Harmsworth, associate editor of the *Bicycling News*.

Knox, of the K. C. W.'s, will make a strong bid for first prize in the local inter-club road race this Fall. He will spend six weeks in the Oranges to get properly fit.

The Bay State Pants Co. advertise their custom made pants in another column. We have seen them, and they are good. The price, \$3 per pair, is very reasonable.

Professor James Ricalton and his wife, who have been tandeming in England, writes that 100 miles a day is not an extraordinary mileage for a lady and gentleman.

Mr. Howard P. Merrill, well known among Wheelmen as bicycle editor of the *Springfield Union*, has gone to Los Angeles, California, as proof-reader of the *Times Mirror*.

A one and one-half miles' bicycle handicap will be held at the Manhattan Grounds, New York, on September 10. Entries close September 3, with C. C. Hughes, 524 Fifth avenue, New York city.

Philip Fontaine, of the Citizens Club, has just returned from a tour to the White Mountains. His road qualities were put to a good test by a New Hampshire bull who took umbrage at the wheel.

The members of the Maverick Wheel Club of East Boston have arranged for a race in Winthrop on September 5, Labor Day. The ten-mile race, open to members of the club, will be run on the morning of the above date.

Mr. C. H. Koyle, of the Capital Club, has invented an admirable lamp controller, for which he has just obtained patents in every country. The controller and its purpose are fully illustrated and explained in our advertising columns.

The Lynn Cycle Track Association is financially embarrassed, its liabilities being placed at \$2,000. A meeting of the creditors will be held this week, and an extension of time will be asked for. If this is not granted the property of the Association will be sold.

The New York Club will have a run through Monmouth County on Labor Day. Lieutenant McFadden will also engineer a three-days' run; leaving the club house Saturday at 3 P. M., spending the night at Englewood; Sunday in the Oranges and Monday at Seabright.

Midgley has driven a 51 pound Springfield Roadster in 2m. 44s. for the full mile. This is a speedy wheel, well-made and a perfect safety. Besides these qualities, the low price is an inducement. The wheel may be seen at the New York agents, Messrs. T. G. Conway & Co., 20 Warren st.

A dark horse in the Boston-Chicago road race will be Fred Dingley, who finished second in a six-day race at Minneapolis, last Fall. Dingley is an engineer, of powerful build, and unmeasurable

pluck. He rode for five days with a broken jawbone. He is expected to join the Gormully and Jeffery team this week at Roseville.

Messrs. William Read & Sons are imitating the "Alladin" of our boyhood, by exchanging new wheels for old ones. They are willing to accept old wheels at a mutual estimated value and supply new mails for the difference in price. They have a number of second-hand bicycles and tricycles which they have marked at figures \$20 and \$25 below their real value.

The Ilderan Club, of Bergen Point, N. J., had a number of road races on the Boulevard on Saturday last. The races were witnessed and officered by members of the Elizabeth Wheelman, Passaic County Wheelman, Orange Wanderers and Hudson County Wheelman. Summary: One mile race for medals offered by Captain G. W. Yates. First Heat--G. W. Van Winkle, 4.03 1-5. Second Heat--C. H. Williams, 4.05. Third Heat--F. C. Mahnken, 4.16. Final Heat--Mahnken, 4.12.

TOURNEY IN PITTSBURGH.—The events to be decided at the annual tournament of the Allegheny Wheel Club at Pittsburg, Pa., on September 29, are as follow: One mile, novice; one-half mile, open; one mile, 3:10 class; half mile, boys under sixteen years; two mile, lap, Keystone Club championship; one mile, handicap; one mile, open; two mile, 6:30 class; half mile, handicap Allegheny Cyclers Club championship; five mile, State championship; Pittsburg Wheelmen Club championship; one mile 3:00 class, and consolation race.

Hon. Henry W. Grady, the editor of the Atlanta (Ga.) *Constitution*, whose oratorical powers have gained for him a national reputation, is evidently a friend of the wheelmen. He was the donor of two handsome medals for a road race between Georgia wheelmen from Atlanta to Fairburn and return (20 miles), which occurred August 26th and was won by Jas. Durant in one hour and forty-eight minutes, with Ed. Durant second, thirty-five seconds behind the winner. Thirteen of Georgia's best scotchers started and an immense concourse of spectators witnessed the contest.

A number of Gotham wheelmen met accidentally at Mulford, Pa., last week. Among them were Messrs Johnson and Hartshorn, of the Hudson County Wheelmen; Messrs. Aitkin, Gulick and McCormack of the city; and Messrs. Halstead and Griffith of the Harlem Wheelmen. The party report "mine host" Crissman as the jolliest landlord who ever juggled a cocktail. "Jack" Gulick ecstasizes over the "whiskey," and Dr. Aitken rhapsodizes over the Milford girls. During his stay the Doctor was yeclpt "the Milford Paralyzer," which but faintly expresses the effect he made on the fair sex.

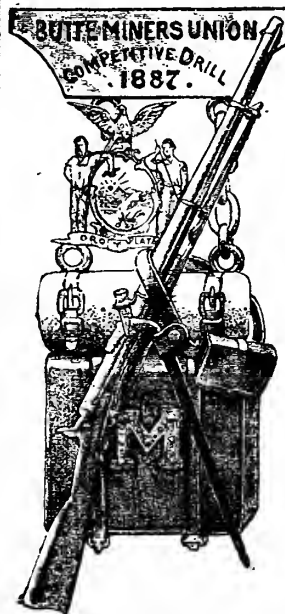
UP HARTFORD WAY.—Bicycle racing is having a great boom in this locality at present. For with the Hartford races September 7, and East Hartford September 17, people are looking forward to seeing some good racing. East Hartford will send a team to the Hartford races and I presume that Hartford will return the compliment. It was at first intended to have two days' racing on the 9th and 10th, but as several members of the committee were obliged to be out of town till September 1, the idea was abandoned and an afternoon's racing September 17 decided upon. The track will be put into splendid condition and no effort will be spared to make the meet the most successful ever given by the club. In fact the club has given four race meetings and each one was better than its predecessor. There are ten events on the programme, all short races, three open, three class and three handicaps, so that all grades of riders will have an equal chance for prizes.

There will be three valuable prizes in each race, for the club do not believe in cutting off the third prize, in order to add to the first. Among the prizes will be the following: Open face gold watch, Rockford silver watch, Colt magazine rifle, tilting ice pitcher, lemonade set, carving set, rugs, engravings, etc. The actual cost of the prizes will be over three hundred dollars, or more than many of the larger meetings actually give. The track will rank with any four lap track in the country, and a mile has been ridden upon it, well down in the "forties." Entries close September 13 and should be made to H. E. Bidwell, East Hartford, Conn.

The finest hotel at Lake Otsego is the Cooper House. The regular rates are four dollars per day, but late in September, and during the New York State Meet, the terms will be three dollars per day. Of this charming hotel, a writer in the *Home Journal* writes:

"There is something about the atmosphere of Cooperstown that induces sleep. The writer was troubled with insomnia last winter, and during the Spring and early Summer some of his nights in New York have not been entirely restful. His first night at Cooperstown was a continuous ten hours' sleep, and each night since he has slept steadily for eight or nine hours. This may be partly owing to the excellent management of the Cooper House. Mr. Crittenden does not oblige the servants to wear slippers, as did a former proprietor of the Mountain House at Cresson Springs, but he demands that they go about the house with as little noise as possible; and the music ceases every night at ten o'clock. There is no knocking about of chairs upon the piazza in the early morn, there is no bawling of 'front' at the Cooper House; bell men are called by the single touch of a small bell, and orders at the office are given in a quiet way.

"The Cooper House, unlike many country hotels, is in the country, and not only is, but so seems to be. Some of the hotels in the Delaware Highlands, on the Jersey shore and elsewhere, are in line with other houses, directly on the street; the Cooper House stands in a cultivated park of ten acres, in which there are gravel walks, shade trees, summer houses and rustic seats. The parlor is a large and beautiful apartment, but it is not much frequented except when a dance is on the carpet. The 'office' is on the parlor floor, and the halls are so wide, and there are so many pretty bay windows and cosy nooks, that guests do not congregate in the main parlor in great numbers. It is pleasant in the evening to watch the different groups on the office or ground floor—a whist party here, two or three ladies sewing there, some reading under the soft light of a student lamp, happy children romping on the floor, while in far off corners may probably be seen a young couple deeply interested in discussing—political economy, perhaps, or some equally abstruse, public question, with ultimate reference doubtless to domestic economy."



H. C. Haskell of 18 John street, New York, has just finished a gold medal acknowledged by jewelers and critics to be finest exhibited by this house, who are to be congratulated upon the increasing business in this particular line. This firm has been busy all the year on special orders for prizes, trophies, society pins, &c., for out door sports of all kinds. The accompanying cut faintly illustrates the gold medal made for Suyson & Turck, Butte, Montana, (Jewelers) who presented it to "Butte Miners Union."

The Rifle was made in perfect facsimile of Remington model—gold and platinum—cartridge box and knapsack scabbard black enameled; overcoat is in blue enamel, Montana Coat of Arms, diamond sun and raised diamond "M." Those wishing original and antique prizes will do well to send for designs and estimates and can guarantee you cannot fail to be pleased with work, quality and prices from H. C. Haskell.

NEW INDEXED MAP OF THE Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch. Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources. Size 3 2-3 ft. x 4 1-2 ft. Mounted on Rollers, or Dissected to fold up in smaller compass. \$4.00. This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality. Published by E. C. BRIDGMAN, 84 Warren St., New York.

NEW ORLEANS NOTES.

If we do not have a Springfield tournament of our own on Sept. 15th, it will not be the fault of the Division Racing Board or of our worthy chief consul, for they have been working like beavers to make our third annual race meet, which occurs on the above date, the biggest thing in the racing line that has occurred here this season, and the chances are that they will succeed, too.

Six thousand personal invitations cannot but do effective work, and it is confidently expected that not less than 2,500 people will be in attendance, and if Mugnier's camera does its work well the photo of the grand stand and its occupants will surely show a collection of feminine grace and beauty second to none in the country. The boys have been training faithfully, and some fast practice spins have been recorded, and we really believe that three minutes will be beaten. This is a chestnut, gotten off annually about this time, but if the steam rollers and water carts do their work as per assurances, we will get there this year, "sartin, sure."

With free admission, three prizes each race, finest band of music in the city, reception committee of most prominent citizens, handsome and novel souvenir programmes, an abundance of apparently good racing material, and a good track, it will certainly prove a gala day in New Orleans, and a red letter one in the local wheeling world; and if the clerk of the weather will but do the fair thing by us and furnish, a calm, clear atmosphere for the occasion—hoop-la! but won't we get there.

Shreveport will be represented in the races. E. L. Alford, captain of the club there, has entered for the State championship and mile handicap. He is looked upon as a possible dark horse.

The New Orleans Bicycle Club has selected its five for the team race, but has not yet made their names public. It is generally understood, however, that Guillotte, Rea, Fairfax, and Guedry are four of the five; the fifth man is still a matter of speculation. The Louisiana Cycling Club will run trial heats on September 4th to select their team. Most of their material is of the light weight variety and untried, hence no names can as yet be given with any degree of accuracy. This race, together with the State championship and mile handicap, are the "posers" of the meet.

The rain has at last let up and the road fiends are again getting in their killing work. The Louisiana Club has been doing some lively road riding, and the club runs for the month will aggregate 125 miles. There are no flies on our country roads, but lots of sand and bump-bump-bumpy stretches which make an occasional da—beg pardon—dog gone it, is what I mean—admissible and pardonable. This must be taken into consideration when sizing up our score.

R. Lee Cooney of the Atlanta (Ga.) wheelmen, and an erstwhile New Orleans boy, has been spending a ten days' vacation with us. His Star accompanied him, and together they polled up quite a respectable mileage while here. Cooney took in everything. He was up early every morning and helped to swell the little crowd at the training grounds and also embraced the opportunity and put in some good licks for a nineteen mile road-race in which he was to take part, on his return to Atlanta. Cooney tells us that the race meet which will take place this winter during the Atlanta Exposition will be on the extensive scale. He is treasurer of the racing committee, and states that he has already on deposit \$1,000 which has been turned over to him by the directors of the exposition for the cycle races. A track is to be built and a strong effort will be made to secure the attendance of Rowe and other fast 'uns.

The Southern 24-hour record has been raised another notch. The following from the *Times Democrat* of 15th August tells the tale:

"Capt. R. G. Betts, of the Louisiana Cycling Club, on Saturday evening started on a run to make a twenty-four hour record, and at the same time beat the record of A. M. Hill, made a few weeks ago, of 159 miles. Betts made 166½ miles, actual cyclometer measurement, thereby beating all previous records by 7½ miles. The start was made at 6:20 P. M. Saturday and the riding was kept up until 4:20 A. M. Sunday, covering 100½ miles inside of ten hours, including several stops for food and water. A rest was taken until 5:50 A. M., when Capt. Betts met the members of the Louisiana Cycling Club and accompanied them on the run. He finished the sixty-six miles, riding

off and on till 6:20 P. M., same time at which the start was made on Saturday evening. This record was made on the asphalt, Shrewsbury road, West End shell road and Audubon Park. Messrs. Renaud, Crane, Moody, Fairchild and Dodge acted as pacemakers."

W. W. Crane, who paced Betts for fifty-four miles of his ride, after a rest pressed on and scored 102 miles and is now numbered among our century riders, of whom New Orleans boasts seven.

At the Shreveport (La.) Fair in November next, several bicycle races will be run. Chief Consul Hodgson and two or three other New Orleans wheelmen speak of attending. Br.

RACING IN PHILADELPHIA.

About 300 people witnessed a series of races at the Gentlemen's Driving Park in Philadelphia, on August 27. Result: One mile, novice—H. Harding, 1st, in 3:20; George Bowman, 2d. Half-mile, boys under sixteen years—Robert Conningsly, 1st, in 1:49; Edward Crawford, 2d. Three mile race—Louis J. Kolb, University of Pennsylvania, 1st, in 8:17. Two miles—J. K. Schell, Schuylkill Navy B. C., 1st, in 5:50; G. P. Walker, 2d. Sixty yards' slow race—R. Conroy, 1st, in 1:12½; E. Crawford, 2d. One mile race—M. J. Bailey, 1st, in 3:15; Louis J. Kolb, 2d. Half-mile race, without hands—S. H. Crawford, 1st, in 1:46; Louis J. Kolb, 2d. One mile, consolation—C. B. Keen, 1st, in 3:48; R. L. Schaefer, 2d. A race of five miles, horse vs. bicycle, was won by M. LeRoy's horse in 15:0¼, beating L. J. Kolb, M. J. Bailey, C. B. Kean, R. L. Schaefer and S. H. Crawford.

'RAH FOR "OLD KENTUCKY!"

EDITOR OF THE WHEEL:—If I didn't personally know that my friend "Norb" was a temperance man from way back, I should assume that he had been indulging too freely in the exhilarating product of Bourbon County when he penned for your paper the par. which says that my book "doesn't do justice to his state" (Aug. 26, p. 975). Its seventeenth chapter which I know has been the means of sending many tourists thither, since Oct., 1883, when I first printed it in the *Wheelman*—begins thus: "The Blue Grass Region of Kentucky, so celebrated for its beauty, never had a better reason for feeling proud of its good-looks than on the opening week of Summer in 1882, when I for the first time cast my eyes upon the same. * * Not again in a dozen years would a bicyclist who sought to explore it in Summer time be likely to be favored with a cool and comfortable temperature as generally favoured me during the eight days while I pushed my wheel 340 miles among the Kentucky hills." At the conclusion of the story (on the most prominent page in the book, because its number is "234") I say: "The possible pleasures of 'bicycling in the Blue Grass' and conquering the hills of northern Kentucky a-wheelock, I cannot too highly commend."

"So there!" as the girls say, Mr. Norb, where are you now? If my book "doesn't do justice to your State," it is not by lack of praising it up as an ideal touring ground for the adventurous wheelman. As for the incidents which befell myself, it is a chronicler's chief duty to give the actual facts of his own experience, and let readers draw their own deductions. The occasional mishaps and hardships of bicycle touring add to the zest of it, and none but a "butterfly bicyclist" expects continuous sunshine or a land flowing with milk and honey.

The proper atonement for you to make, as a sequel to so unaccountable an utterance, is to persuade all your friends to send me a quarter-dollar each for the purchase of my Kentucky chapter, whose perusal is warranted to inspire the most sluggish-minded with a desire for touring through your State—or money refunded. You might mention to them, also, that the unbound sheets of any of the other forty chapters are likewise mailed by me for the same small sum; though, as a true economist, your straight tip is to steer them to No. 6 East Fourth street, Cincinnati, where the eloquence of Mr. A. A. Bennett will have a fair chance of persuading them to invest two dollars in the collected chapters, bound in blue and gold.

While writing, I may as well point out the injustice done the book by reviewers (like the one of the *Pall Mall Gazette*, quoted on p. 776 of your last issue), who speak as if the whole of it were printed in fine type. The proportion of this, as I explain in the Preface, is necessarily larger than I might wish it to be, but it comprises less than

half the main text. It is customary to use such type for indexes, addenda, and lists of names; and these in the present case cover 173 pages. Of the remainder, 373 pages are in brevier, and only 362 pages in nonpareil. Most of the latter may be classed as an appendix, which is also usually printed in fine type; and no one would be expected to read more than a chapter of it at a single sitting. My prospectus promised a book of only 300 pages, whereas the actual "Ten Thousand Miles on a Bicycle" contains 373 pages of type, which no one can pretend is trying to the eyes, *in addition to the 535 pages of "fine type,"* which some critics carelessly condemn, as if it embraced the whole. I insist that all the type is clear enough for purposes of reference; but, even if the fine print be passed over entirely, there will still remain a bigger book than I promised my subscribers.

KARL KRON.

Washington Square, N. Y., Aug. 31.

A CHEAP TABLE FOR THE DARK ROOM.

Many amateur photographers who take up the art in a small way do not go to the expense and trouble of fitting up an elaborate dark room; and for their purposes an excellent table can be constructed very cheaply, which can be made quite a *multum in parvo*, capable of containing in itself all the paraphernalia neatly stowed away, avoiding the untidiness always noticeable in a room where the photographer lets his things lie about in any spare corners.

As a groundwork, one of the cheap wooden washstands must be procured. This can be got new for three shillings or so, but the wider it is the better. Into the circular hole a galvanized iron bowl, such as can be bought at any ironmongers, can be put, a small hole being bored in its bottom, and a wooden plug inserted therein. An iron pail goes underneath, and the spare room on each side of the pail can be boarded off and closed in, one side for the storage of new plates, the other side partitioned off to hold the dishes, either vertically in racks or on flat shelves as may be preferred. On top of the sides, which are usually raised some nine inches above the washstand top itself, a plank can be secured, forming a shelf for the water-barrel, lamp and bottles; and the whole of the flat top can have a couple of coats of Brunswick black to prevent the solutions soaking into the wood. On one side of the bowl, the developers, measuring glasses and alum bath can stand; on the other side, the hypo fixing-bath and plate rack.

Printing frames, sensitized paper in a cylindrical tin case, etc., can be kept in the drawer at the bottom, provided care is taken to keep the wet out; and by the aid of a few bits of plank, nails and screws, a lot of little additions can be made such as will readily suggest themselves to the amateur as he goes along; the idea in view being always to keep the thing compact and handy, with a distinct place for every article.—*Cycling Journal*.

T. A. SMILY,

Care Geo. R. Bidwell,

313 W. 58th St., New York City.

DEAR SIR.—I have just returned from a bicycle ride without the slightest mishap or anything to make it unpleasant, and this fact *again* reminds me that I owe an apology to the man who taught me so thoroughly what little I know about riding—for not having answered his pleasant note of—so long ago that I am ashamed to look up the date. I am considered a pretty fair road rider, and have had but one *bad* fall, and two more that amounted to no more than a dusty coat. The bad one I got by having a saddle adjusted too loosely, and it gave me a header in going over a bump in the road. I am still, and have always been, perfectly satisfied with your teaching, and one of my friends who is self-taught, after many troubles, says he never knew any one to learn more quickly to ride well and safely. After the four or five lessons you gave me, I bought a wheel, and went right out on the roads, good and bad, up hill and down, and after six or eight trials at this, rode from Elizabeth, through Newark and Orange to Bloomfield and back the same day, without mishap of any kind, an achievement of which I felt very proud.

Yours truly,

R. M. SONART.

Bergen Point, N. J., April 8, '87.

Four well-known hammock saddles are manufactured by the Gormully & Jeffrey Mfg. Co., of Chicago. Send for their catalogue if you need anything in this line.

A RUN IN JERSEY.

DEAR WHEEL: On Saturday last, while riding through from Newark, I found between Rahway and Menlo Park, about as bad a piece of sandy road as any one need wish to see, but sidepaths that more than make up in their straight and narrow beauty for any fault in the road.

These paths are almost as hard and smooth as our Washington asphalt, and have the charm of being so overhung with tall weeds and grass as to be visible in only part of their length, while this detracts nothing from the pleasure of riding, as one can easily make them out ten feet ahead, and so never goes astray.

Along one of these paths I was riding at good speed, and luxuriating in the easy motion, when on entering one of the covered portions, my attention was drawn to a large stone slab beside the road, on which something was printed in immense inverted letters. Just as I made out the first word, P R E P A R E—darkness, stars, daylight followed each other in quick succession, and I found myself about equally entangled in the machine and in the weeds, and endeavoring to rise upon a sprained knee. The small wheel of my Star had disappeared down an ugly and most unexpected hole, and had given me a header; so I slowly arose and went back to examine what came near being my tombstone, and found that some bicycle wag had been there before me, for the inverted inscription read, "Prepare to meet thy God." He evidently thought bicycle men were ready, or he would have put the stone further back.*

After this, propelling myself with one foot became tiresome and I stopped occasionally to rest, one of my halts being at a roadside spring where there were what I took to be five tramps. Their ages ranged from twenty to sixty, their looks from intelligence to stupidity, their positions from standing to lying, and most of their shoes lay beside a log. Some of them were resting their tired feet by moving them about in the sand, some were smoking and some were looking quietly on. I spoke of water and they said there was plenty, and one of them offered to hold my wheel while I went further up stream to get it clear; but though there was little in my luggage-carrier it was my all for this trip, and as I needed it more than they, I declined the offer and took a drink nearer the road. While thus engaged the man who was evidently leader began to wonder aloud what Alexander or Cæsar would think could he now be shown a bicycle, and why it was that with their wonderful roads the Romans had never invented such a thing, so that I depressed into a short history of the development of the modern wheel, all of which he seemed accurately to follow, and when I had finished he said; "Mister, if you know Geometry I'd like to show you something," and proceeded to draw a diagram in the sand of the road, and to give what I believe to be an original and a new demonstration of the theorem "To bisect a given angle," and there, much to my surprise, what I believe to be also original and new and important "A method for the trisection of any angle."

As THE WHEEL is not supposed to understand anything but circles, I will not give you triangles even for recreation, but I was so interested in the learning and the ability of this mathematical tramp that we spent half an hour discussing various leading questions with most of which he seemed more familiar than I; and when, out of respect to his genius, I showed him the physics of my Lamp Controller, he turned witty and striking an attitude sang out "Balance, all." Then I bade him good bye, and honestly wished he had a wheel to ride with me.

Since reaching New Brunswick I have been laid up with the sprain in my knee which prevents any attempt at riding, but the City Hotel isn't half a bad place after all; for every hour or two some touring wheelmen stops to quench his thirst, and in the meantime the host, who keeps an excellent house, is the best of entertainers, for he can not only tell a good story, but, what is better, he can listen to one; and yesterday afternoon I accepted his invitation to see the beauties of the neighboring country behind his Jersey roadster.

But, Mr. Editor, I want to ask if, when I had the honor of sitting in your sanctum last Friday, you noticed the sub-editor surreptitiously handing me a little paper of stuff labeled "Tutti Frutti"? Whether he did it for my benefit or for the benefit of the Tutti Frutti man, I don't know, but I thought at the time it was a new kind of caramel, and, as I didn't wish to be taken for a dude, I slipped it into my pocket out of sight, and never thought of it again until Saturday at noon,

when on leaving Newark I put it out of the way in my tool bag. But in an hour or so I found the oil can leaking and four of the five caramels ruined; so to preserve the memory of the sub-editor I put the remaining one in my mouth, and was surprised to find that it did not vanish as caramels do, but left a very good piece of gum, which, of course, I continued chewing, and, believe me, Mr. Editor, it was a wonderful preventive of thirst. It is so effeminate for a man to chew gum that I wouldn't like to be seen on the street, but I shall carry some for touring after this—especially if you keep it in the sanctum. Yours truly, C. H. K.

MILVILLE, N. J., RACE MEET.

About 2,000 people attended the races given by the Milville Club on Tuesday, August 30. All the neighboring towns were drained of their population, who flocked to Milville in train and vehicles.

The track, which is four laps to the mile, was in excellent condition. The races were interesting and the management excellent.

The officers of the day were: Judges, Thomas Whittaker, E. C. Stokes and W. H. Van Gilder; Referee, H. B. Hart; Clerk of Course, Nelson Howell; Starter, W. Scott Calkins; Time-keepers, A. M. Kendall and E. Woodruff.

SUMMARY OF THE EVENTS.

ONE MILE NOVICES.—W. E. Young, Dennisville, 3:08; S. L. Cassidy, Milville, by five yards; A. Fuller, Vineland, o.

ONE-QUARTER MILE DASH.—First Heat: L. J. Kolb, Philadelphia, and H. B. Schwartz, Reading, dead-heated in 49 seconds; Wm. Lamb, Smithville, o. The second heat also resulted in a tie, and in the final, Schwartz's machine broke near the tape, allowing Kolb to win.

ONE MILE HANDICAP, BOYS UNDER SIXTEEN.—H. Blanchard, Smithville, scratch, 3:17; O. Robinson, Vineland, 30 yards, 2d by 30 yards.

ONE MILE, THREE-MINUTE CLASS.—C. B. Keen,

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed.

These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.


PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

CUSTOM MADE PANTS, \$3.



Vests to match for \$2.25 Also, FULL SUITS at Popular Prices. Send 6 cents for samples of Cloths, rules for Self-Measurement, and other particulars showing how we can make to measure, a pair of The Celebrated "Bay State Pants for \$3. We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.

We also manufacture Bicycle, Base-Ball, Polo, Lawn Tennis, and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.,
30 Hawley Street, Boston, Mass.

Columbia Bicycle Shoe.



Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.50.

Lightest and Best Shoe in the Market.
POPE M'P'G CO., 12 Warren Street, New York.

Un. of Pa., 2:59 4-5; Lee Sharp, Vineland, close up; S. L. Cassidy, Milville, o; George Porch, Clayton, o; J. W. Egolf, Spring City, o.

ONE-HALF MILE DASH.—W. J. Wilhelm, Reading, 1:24 1-5; J. B. Pearson, Vineland, 2d; Wm. Lamb, Smithville, 3d; J. W. Egolf, Spring City, o.

ONE MILE HANDICAP.—L. Sharp, 125 yards, 2:45; Young, 125 yards, by six inches; Keen, 20 yards, by several lengths; Schwartz, scratch, o.

TWO MILES LAP RACE.—W. J. Wilhelm, 6:07 1-5; J. B. Pearson, distanced; Wm. Lamb, distanced.

ONE MILE SCRATCH.—W. J. Wilhelm, 2:55; J. B. Pearson, by a length; C. S. Stevens, o; Wm. Lamb, o.

ONE MILE CONSOLATION.—J. B. Pearson, 1st; Howell, 2d, by several lengths.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffrey Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalogue on application.

SPECIAL BARGAINS

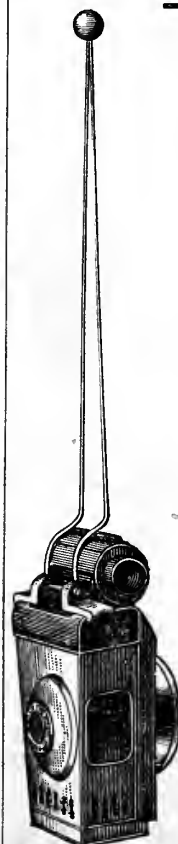
- No. 1.—36x54 **Kangaroo**, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
- No. 2.—56-inch **American Club**, all nickeled except rims; balls all round; excellent order; cost \$165; \$65.00
- No. 3.—51-inch **Special Star**, enameled, w. th nickeled trimming, balls to front, silent ratchets; A. l. order; cost \$130.00; \$75.00
- No. 4.—48-inch **American Star**, enameled, with polished parts; good order; \$35.00
- No. 5.—52-inch **Humber**, enameled finish, balls all round, dropped bars; A. l. order; cost \$135.00; \$75.00
- No. 6.—54-inch **Mail**, enameled, balls all round, dropped bars; fine order; cost \$125.00; \$65.00
- No. 7.—51-inch **Rudge Light Roadster**, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; \$100.00
- No. 8.—36-inch **Standard Columbia**, enameled and polished; A. l. order; \$35.00
- No. 9.—52-inch **Club**, all nickeled except rims, ball bearings; excellent order; cost \$135.00; \$65.00
- No. 10.—**Two-Track Columbia Tricycle**, latest pattern, ball pedals; A. l. order; cost \$165; \$100.00

On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

HARLEM 'CYCLE CO.,

124th Street & 7th Avenue, New York City.

LAMP CONTROLLER.



A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES

OF ITS USE.

- It secures a steady light upon the track.
- It prevents lamp from going out on rough roads.
- It prevents spilling of oil from the cup.
- It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

C. H. KOYL,

1406 New York Avenue, WASHINGTON, D. C.

who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

In our issue of August 26, 1887, under the head of LEAGUE FINANCES, page 776, we, unintentionally (from erroneous information received by us) did injustice to the expert accountant therein mentioned, viz., Mr. Walter H. P. Veysey, of the firm of Veysey & Veysey, whose letter and statements in reply thereto came too late for insertion this week. We regret the fact, and shall publish his communications in full in our next week's issue.

Kimball's Straight-Cut are a favorite brand of cigarettes among wheelmen, and may be found at all the prominent clubs.

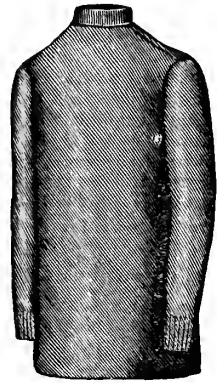
JERSEY-FITTING UNDERWEAR COMPANY.

We Call Special Attention to our

BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front, or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are **PATENTED,** and all infringements will be prosecuted to the full extent of the law.



OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip.

BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.

TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.

JERSEY-FITTING KNEE PANTS,

Buttoned in front, same as Pantalons, without Certain Objections.

We offer them to the trade and clubs as **SOMETHING NEW,** and invite all to examine them.

LADIES' JERSEY-FITTING TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

HOLMES & CO., 17 Kingston St., BOSTON, MASS.



E. R. STOCKWELL,

19 John Street, New York,

MANUFACTURER OF

Bicycle and Athletic Badges and Medals,

IN SILVER AND GOLD,

At Satisfactory Prices.

Clearance Sale.

Prices below Cost.

OFFERED UNTIL OCTOBER 1st, 1887.

Second-Hand and New Bicycles and Tricycles.

GEO. R. BIDWELL,

313 West 58th Street, (near 8th Ave.) NEW YORK.

No.	Size.	NAME.	FINISH.	BEARINGS.	PEDALS.	CONDITION.	PRICE.
3	46	American Rudge,	Enameled,	Ball,	Pl.,	New,	\$80
5	48	Expert,	Full Nic.,	Ball,	Ball,	Very good,	85
8	48	Club,	Full Nic.,	Ball,	Pl.,	Fair,	50
14	50	Club,	Full Nic.,	Ball,	Pl.,	Fair,	40
44	56	Expert,	Full Nic.,	Ball,	Ball,	Good,	90
46	56	Yale,	En. and Nic.,	Ball,	Pl.,	Good,	50
47	56	B. C.,	Enameled,	Ball,	Pl.,	New,	85
98	50	American Rudge,	Enameled,	Ball,	Pl.,	New,	80
157	50	B. C.,	Enameled,	Ball,	Pl.,	New,	80
283	52	R. L. R.,	Enameled,	Ball,	Ball,	Very good,	95
295	56	Expert,	Nic. and En.,	Ball,	Ball,	Very good,	90
304	50	R. L. R.,	Enameled,	Ball,	Ball,	Good as new,	100
305	53	R. L. R., '87 pattern,	Enameled,	Ball,	Ball,	New,	120
306	50	Expert,	Enameled,	Ball,	Ball,	Good as new,	90
314	54	R. L. R.,	Nic. and En.,	Ball,	Ball,	Good as new,	110
315	56	American Rudge,	Enameled,	Ball,	Ball,	Good as new,	90
317	55	R. L. R.,	Enameled,	Ball,	Ball,	Good as new,	95
318	55	Royal Mail,	Enameled,	Ball,	Ball,	Good as new,	115
319	54	R. Roadster,	Enameled,	Ball,	Ball,	Good as new,	80
320	53	R. L. R.,	Enameled,	Ball,	Ball,	Good as new,	90
321	53	Col. Lt. R.,	Nickeled,	Ball,	Ball,	Very good,	75

TRICYCLES.

70	Rudge Double Driver,	Nickel and Enamel,	All Balls,	Good,	\$75
316	Columbia 2-track,	Enameled,	All Balls,	Good as new,	120
322	Quadrant Gents,	Enameled,	All Balls,	New,	160
323	R. Humber Tandem,	Enameled,	All Balls,	Good,	150
324	Crescent,	Enameled,	All Balls,	Very good,	140
325	Crescent Tandem,	Enameled,	All Balls,	Good as new,	200

Every machine on this list is full guaranteed. Will ship C. O. D. with privilege of examination, on receipt of money to cover express charges both ways in case wheel is not taken. NEW YORK, Sept. 1st, 1887. ALL PREVIOUS LISTS CANCELLED.

Springfield Roadster \$75.00

SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

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ADJUSTS BEARINGS; TIGHTENS SCREWS,
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Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.

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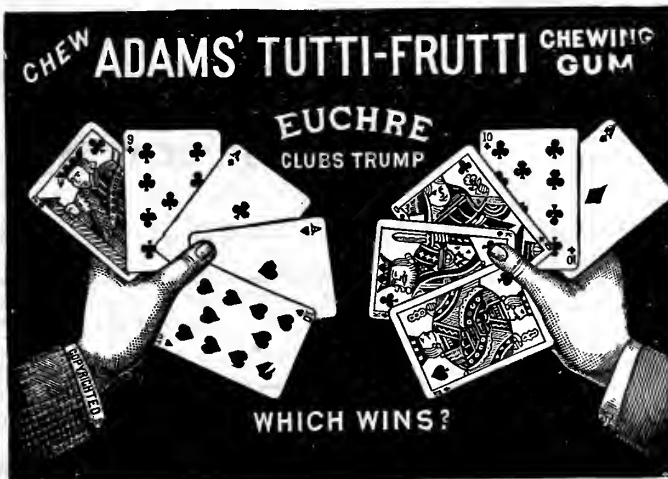
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Purely vegetable, mild and reliable. Cures Biliousness, Foul Stomach, Acidity, Constipation, Piles, Chills and Fever, Liver Complaints, Loss of Appetite, Heartburn, Palpitation of the Heart, Flatulence, etc.

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Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
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14 First Prize Medals.

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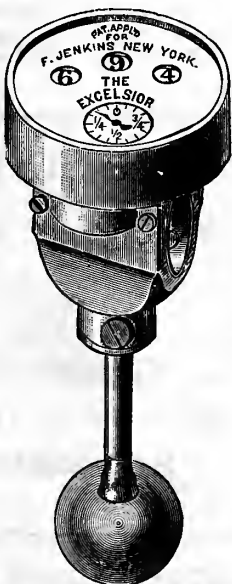
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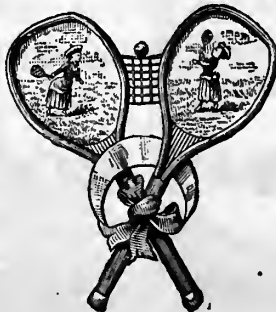
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The lightest and strongest Road Bicycle Shoe made; average weight 10 to 12 oz.

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All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

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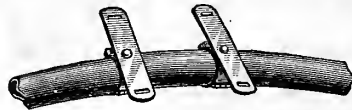
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FOR SALE BY

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33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

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by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New York, at the following prices:

Gents' Collars, 20c. 6 for	-	-	-	-	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	-	-	-	-	2.20—4.00 "
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REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



BARGAINS ! BARGAINS !

Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for NEW MAILS.

Needing the room for our Fall Gun Trade we have marked down these Wheels to close them off at once!

48-inch Rudge Light Roadster (<i>good as new</i>),	\$55	54-inch Standard Columbia,	- - - \$35
50-inch Victor Light Roadster,	- - 65	54-inch Victor,	- - - 60
50-inch Expert Columbia Roadster,	- - 65	54-inch New Mail,	- - - 85
50-inch Harvard (perfect and good),	- - 35	55-inch Royal Mail,	- - - 55
50-inch Royal Mail (<i>good as new</i>),	- - 55	55-inch New Mail,	- - - 75
51-inch Royal Mail,	- - 60	56-inch Rapid (<i>really new</i>),	- - - 85
52-inch Sanspareil (<i>bargain</i>),	- - 40	56-inch Challenge,	- - - 50
51-inch Victor,	- - 65	58-inch Rudge Light Roadster,	- - - 65
52-inch Standard Columbia,	- - 30	58-inch Cornell,	- - - 50
52-inch Royal Mail,	- - 65	48-inch Star, Silent Ratchet,	- - - 60
53-inch Columbia Light Roadster,	- - 60	48-inch New Mail,	- - - 85
54-inch Challenge,	- - 40	56-inch New Mail,	- - - 75
54-inch Expert Columbia,	- - 60	54-inch Royal Mail Racer (<i>New</i>),	- - - 50
54-inch Premier,	- - 30		

Above are a part of our second-hand stock, but will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up!!

SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others!!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,
will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,
107 Washington Street, - - BOSTON.

"LET OTHERS TRY THE EXPERIMENT."



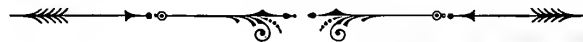
THE COLUMBIAS have been subjected to the practical tests of ten years upon road and path; there are machines upon the market of limited age and claimed to be as good or superior to the old reliable Columbias; perhaps they are; it isn't for us to say; if a wheelman can afford to try the experiment, it's good for his education, and of eventual benefit to the Columbias.

FOR INSTANCE, for six years hemispherical steering centres have been used on the Expert Columbia, and on the Light Roadster for three years, a pretty fair test that such an arrangement is the most practical. The ball bearing head hasn't been proved to be better, yet it may be. "Let others try the experiment."

IT HAS BEEN asserted that the various forms of safety bicycles will overrun both continents. For several years safeties have been on the market, yet their increase in use has not been noticeable. Ninety-five per cent. of riders seem to prefer the crank machine. We manufacture safeties; if you desire one, we should be pleased to have you try the experiment.

IT COSTS CONSIDERABLE to make first-class machines; Columbias are first-class machines and are sold at respectable prices; perhaps as good machines can be sold for much less than our prices; "Let others try the experiment."

It may be a paying investment for the wheelman to purchase a so-called first-class machine for a seemingly low price, and then again it may not be, the wheelman can try the experiment.



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THE WHEEL

A JOURNAL OF CYCLING

AND RECREATION.

Established 1880.

23 Park Row, N. Y.

Vol. XII.—No. 24.]

NEW YORK, SEPTEMBER 9, 1887.

[WHOLE NUMBER, 310.

HA! HA! Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.
GORMULLY & JEFFERY MFG. Co., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nicked Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Ridges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly,
GEO. W. ROUSE & SON.

HORNELLVILLE, N. Y., July 15, 1887.
GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,
W. B. KERNAN.

BUFFALO, July 14, 1887.
MESSRS. GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

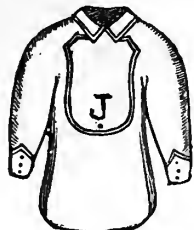
Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.
Yours Truly,
JAMES H. ISHAM.

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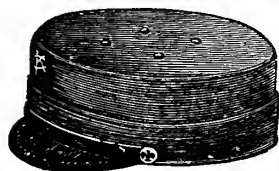
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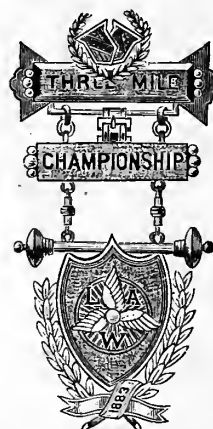
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THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES,	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.
" " 1-mile Open.
" " 2-mile Open.
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR
WON
FIVE FIRSTS: 1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

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CAN YOU BEAT THESE PRICES?

OUR LIST, Sept. 7, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$83.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$56.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$100.
- No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
- No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
- No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
- No. 64.—52-in. Rudge L. R. Enam., balls all over. Cowhorn bars. Price \$56.
- No. 66.—42-in. Ideal. Prime cond. Price \$30.
- No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
- No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.
- No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.
- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 76.—46-in. Stand. Col. Price \$30.
- No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.
- No. 80.—55-in. Columbia L. R. Good cond. Price \$95.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
- No. 83.—52-in. Stand. Col. Nickel except rims. In good order. Price \$55.
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- No. 95.—3-track Victor tricycle. Good cond. Price \$80.

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FOR SALE.—A Rudge Crescent Tricycle in perfect order, only been ridden about 50 miles, \$125; also a 52-in. New Rapid Bicycle, 1887 pattern, full enameled, in perfect order except finish, \$100; cost \$157.50. W. H. DeGraaf, 47 & 49 W. 14th st.

FOR SALE.—Second-hand Star, Victor and Yale machines, at grand bargains. Send for descriptive price list. Address E. H. Corson, Rochester, N. H.

FOR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickeled, all ball bearings, good as new, \$85 cash. Box 87 Brooklyn.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimme, Richfield Spa, N. Y.

1 52-in. half-nickeled Expert, cowhorn bar, ball pedals, like new, only \$75. W. I. Wilhelm, Reading, Pa.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. B., P. O. Box 444, New York City.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crripper Running Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

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KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut, and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster,	156.50	75.00	4	1	4
51	52	American Rudge,	112.50	65.00	4	1	4
57	56	American Club,	150.00	75.00	2	1	2
71	54	Columbia Expert,	127.50	75.00	Hf. Nkl.	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
117	51	Special Star,	160.00	90.00	4		2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	New
125	42	Special Star,	120.00	75.00	4		1
130	51	Special Star,	125.00	85.00	3		3
131	51	" "	120.00	75.00	4		4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	85.00	4		2
142		Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154		Col. 2-track Tricycle,	165.00	105.00	4	2	1
157	46	Standard Columbia,	85.00	40.00	5	3	4
158	48	"American Star,"	90.00	45.00	5		4
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179		Sp'kb'k Crripper Tri.	180.00	110.00	4	2	2
180		"Hbr. Tandem,	260.00	220.00	4	2	1
184	50	British Challenge,	120.00	50.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
198	52	American Club	160.00	70.00	2	2	5
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3		2
209		Columbia Safety	140.00	100.00	4	1	1
211	50	Sanspareil	130.00	75.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
222		Col. Tri. (2-track)	165.00	110.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	65.00	4	1	2
234	52	Rudge,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
240		Col. Tricycle 2-track,	165.00	100.00	4	1	2
244	45	Special Pony Star,	107.00	100.00	4		1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
249	52	Columbia Expert,	127.50	60.00	4	1	4
250	52	Columbia Expert,	127.50	90.00	3	1	1
252	56	British Challenge,	150.00	70.00	1	1	5
253	48	Special Star,	145.00	105.00	4		1
254	50	Special Sanspl.,	127.50	60.00	1	1	2

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EDITORIAL.

The Vanderbilt University has earned the deepest gratitude of the cycling world by adding a course of highway construction to its curriculum. The details and some admirable editorial comments by the Chicago *Inter-Ocean* can be found in another column. In our opinion, this is a step of the utmost importance towards starting this vexatious road question.

Beyond advocating a careful purusal, we should like to observe that here is a big opportunity for League work. A copy of the *Inter-Ocean* editorial should be mailed to every College and University in the country, possibly accompanying each one with a letter suggesting the advisability of each College or University pursuing a like course. A copy should also be placed in the hands of every editor in this country, with a request to comment on the same. But the most important fact would be to secure such text-books, lectures, or other information as may be used in the Vanderbilt University in teaching the ideas of the highway commissioners, how to shoot in the proper direction. We hope President Kirkpatrick will take some action in this matter.

We learn that later in the season, Rowe is to make a series of record-breaking attempts, to still further reduce his marvellous times. Time trials are all very well, but the public don't place much confidence in them. What we want is records made in public competition. At Lynn, Rowe was quite capable of a few seconds within five minutes in the two miles handicap, yet we find him winning easily in 5:43. We presume that Rowe's records will be advertised by the firm which employs him, but of how much greater value they would be, and how much greater effect they would have, if accomplished at some large meet.

Bad management and monotony are the causes of the present apathetic attitude of the public towards racing. The contestants should wear large numbers, and some distinct articles of wearing apparel, such as a cap, a sash, besides some suit out of the regulation run of all white or all black. There should be no waits between the races. The public should be kept fully informed of the results of the races. It is for this purpose that they expend their dimes for score-cards. There should be short handicap races, with first trials, second trials and finals. The interest in a race does not culminate till the homestretch. According to the present arrangements there are but nine or ten culminations to a race meet. The public will not doze through two, three, or five miles of procession, to wait for a hundred yards culminate. By arranging a series of heat handicaps, as many as thirty culminations at one race meet may be obtained. Then again, there must be variety. The public likes tricycle and tandem races. A three miles bicycle event is not more interesting than a one, since all the work is crowded into the last lap. If the present system of running meets is to continue in force, race meet committees might as well have nine mile races, divided up among novices, scratchmen and handicap men.

The comfort of all wheelmen in this vicinity would be increased if a narrow strip of road could be laid on either of the sides of the Brooklyn-to-Coney Island Boulevard. It is generally unpleasant riding, very often beastly. We understand that Colonel Pope and Mr. Elliott Mason once investigated the feasibility of such a road, but the Boulevard runs through a number of townships, and these gentlemen had not enough time to visit the various "rummy old coves" who are supervisors of these townships and convince them that such a road would be an addition to the Boulevard. Here is an opportunity for the wheelmen of Long Island to distinguish themselves.

The farce of a single official League handicapper is about played out. He is not get-at-able by clubs located out of his section of the country, and even were he, he is too far from the seat of war to properly handicap. Every track has a different value or time standard which the official handicapper cannot know. This Fall has developed "sets" among racing men. Among the most prominent are those of Boston, which includes Lynn, Worcester, etc.; Hartford and Springfield; New York and the Orange District; Philadelphia, Williamsport, Scranton, etc.; Cleveland; Chicago; St. Louis and others. In order to allot properly, the handicappers must live at or near the locations of these sets. We think it would be a good plan to appoint official handicappers in each of the racing districts. It may be claimed that in cities isolated from the present handicapper, that club committees can arrange the starts. This was tried at Cleveland, and proved very unsatisfactory.

A NEW DEPARTURE.

THE VANDERBILT UNIVERSITY ADDS THE CONSTRUCTION OF ROADS TO ITS CURRICULUM.

The Vanderbilt University, of Nashville, Tenn., announces a new departure that other colleges of the country would do well to follow. The Dean of the engineering department, Mr. Landreth, has issued circulars announcing that a class in highway construction is to be opened free of charge to one principal or deputy highway commissioner or other official from each county, the beneficiary to be appointed by the County Judge. The course of instruction will extend from Feb. 1 to April 1, and will consist of lectures and work on the economical location of highways to conform to conditions to topography and traffic, principles of construction of new and reconstruction of old roads, methods of drainage, simple highway structures, retaining walls, culverts, simple bridges; also practice in field sketching, platting, draughting, and computing estimates of cost. Tuition in manual technology at the Vanderbilt is free to all students; and now the opening of the class in road engineering to public officials charged with oversight of the highways is a step that is highly to be commended. The offer is not restricted to State lines, but limited only to the capacity of the institution.

The question of improved public roads is one of the most important in the entire realm of public economy. Road making is a science; and though not abstruse, yet some measure of study and practical training are essential to the thorough comprehension of the principles of construction that have been found by experience to be the most economical and serviceable.

There is no country in the world, wherein the people are equally wealthy and intelligent, that has such abominably bad public roads as are found in the United States, especially in the Western States. One reason is we have so much greater mileage to construct; but the principal trouble is cultivated brains and practical skill are not applied to the business of road-making.

In some of the European countries the superintendence of public highways is intrusted only to specially trained expert government engineers. The roads are laid out, graded, and worked on a system based on well-established scientific principles. We shall have to adopt in this country some system of official oversight of the highways if we ever improve upon our present execrable wagon tracks.

It is exceedingly gratifying that our higher institutions of learning are giving some attention to technical training, and to fitting the young to use their intellects in the performance of the practical duties of life. The Vanderbilt has made the entire Nation its debtor by this new departure.—*Chicago Inter-Ocean.*

MINNEAPOLIS NOTES.

August 30, 1887.

EDITOR WHEEL:

DEAR SIR:—As a result of a two weeks' flying trip to Westem, Mass., and back, I had hoped to have some items of interest regarding roads, clubs, etc., in that part of the country to make up a letter from, but as it rained five days out of ten while there, my impressions of roads may be summed up in two words, "hilly" and "muddy." Many runs that I had anticipated making were rudely shut off by the wet season, and with the exception of a short run at Jamestown, N. Y., along the shores of the famous Chataqua Lake, and a ten or twelve miles run on Chicago boulevards, it hardly paid to take a wheel on a fifteen hundred mile's trip and revolt the souls of the baggage-men en route by small tips to look after same. Like Poo Bah, they pocketed the insults, even on the staunchest L. A. W. roads.

I made short visits to the club-rooms of both the Northampton and Greenfield Clubs in Mass., and was pleased to see how comfortably they are situated, rooms being furnished with pool-tables and plenty of wheel literature, lighted by the electric light, etc., showing a great advance on their earlier surroundings. Club runs were said to be slimly attended, and in this they resemble the clubs of this city. Some notably long and hard rides had been taken by individual members and small squads, but no large number turning out at any one time since May 30.

On getting back to this city I find myself woefully in the dark regarding news in the cycling world, and I trust I may be forgiven for this week if I clip a little from the sporting columns of the *Tribune*. That I have indulged in before now, but as some of the best things in every Monday's *Tribune* are taken from THE WHEEL, an exchange this time may be only fair.

The Minneapolis Bicycle Club held a meeting at their club rooms on Tuesday evening, and took a unanimous vote to consolidate with the Mercury Club if the necessary arrangements could be made. Fred A. Leland, Chas. Barwick, E. A. Savage, J. T. Mannix and J. W. Hayes have been appointed to confer with a committee from the Mercury Club. The action of the Minneapolis Club in desiring to consolidate the two clubs is most sensible, and a union of the clubs is a thing to be desired, as with the large membership which will be the result, more work can be done. There was a larger number present at the club room than has been seen for a long time. The Minneapolis Bicycle Club returned a unanimous vote afterward to the Board of Park Commissioners and to the park police for their repeated courtesies to wheelmen.

At Willows, Cal., a paper has been circulated and signed by a number of merchants and farmers, wherein it is agreed to boycott all persons riding or employing a person who rides a bicycle. This is a new form of attack. A league member writes that the movement was started on account of the careless and inconsiderate action of a few boy riders.—*Bulletin.*

Said a wheelman yesterday: "The names of the farmers and merchants who were asinine and childish to the extent stated above, would be invaluable to any one compiling a list of the complete and self-satisfied idiots of California."

Harry Lackor and E. S. Hale yesterday took a run to the residence of Hale's uncle, which is situated about two miles beyond Excelsior. They rode a Columbia tandem tricycle. The distance, 45 miles, was made in five hours riding time, a creditable performance.

The Minneapolis Bicycle Club will take a club run to Stillwater, Minn., next Sunday, the 11th of September. Full particulars can be learned at the meeting to-morrow evening at the club rooms, 211 1/2 Nicollet avenue. L. B. G.

EAST HARTFORD NOTES.

Thirty-three prizes will be given in the eleven races on the programme of the East Hartford Wheel club's races September 17, amounting in value to nearly \$500. Of these there will be nine in the open scratch races, nine in the class races, nine in the handicaps and three each in the novice and consolation. From this it will be seen that all grades of riders will have chances to win, and there is no doubt that there will be a large number of entries. In order to prevent any chance of the accidents that sometimes happen, not more than six riders will be started at once. Should there be more, trial heats will be run.

An original scheme, to prevent loafing, will be tried in these races, as shown by the following:

There are five one-mile scratch races on the programme. The first prizes for these five races will be thrown together and the winner of the fastest mile shall have first choice, next fastest second, and so on. In this way the crack riders will of course have an advantage, but the most valuable prizes are generally given to them, and if they choose to throw away that advantage by loafing, it is their own loss. The novice, open, lap, 3:20 class and East Hartford 3:20 class will come under this head. It may be decided to throw the second and third prizes in a pool the same way.

It would seem as if such a plan would prevent loafing being carried to the extent it sometimes is, and would also produce faster going in the class races, and compel the cracks to beat that time.

East Hartford was represented in the Hartford races by C. F. Richmond, L. F. Brasch, E. S. Horton, Wm. James and Chas. Snow. Richmond has done some very good riding in the past, having won eight races out of eleven; two that he lost were handicaps, in which he was scratch. He weighs 160 pounds, and rides a fifty-three inch wheel. Brasch has never raced before, but is a very strong rider on the road. He weighs 175 pounds, and rides a fifty-six inch. Neither of the above began training till September 1, so it would not be surprising if they got left on the 7th, but should be in condition to uphold East Hartford against all comers on the 17th. H. E. B.

BICYCLE TOURISTS.

On August 20 Messrs. W. T. Fleming and J. Edgar Gould, of the Pennsylvania Bicycle Club, Philadelphia, Pa., wheeled into the city, having come from Joplin, where Mr. Fleming had been visiting relatives. The two wheelmen rode from Philadelphia to Kansas City, and started Thursday on their return to Philadelphia.

The two wheelmen were enjoying the best of health and in excellent spirits. They have enjoyed the trip hugely. When they have reached Philadelphia they will have rode about 3,500 miles. Mr. Fleming rides a Victor and Mr. Gould an Expert Columbia.

Mr. Fleming, in an interview, stated: "We started from Philadelphia May 16. We first went to Trenton, N. J., Princeton, Franklin Park, New Brunswick and Passaic. Leaving New Jersey we proceeded up the Hudson to Newburgh, Poughkeepsie, Hudson, Troy. From Troy we went to Utica, Syracuse, Auburn, Cayuga, Geneva, Batavia, Buffalo, state line into Ohio, Cleveland, Akron, Urichsville, Cadiz, Smithfield, where we made a few weeks' visit. After a ten days' rain we pushed on to Bridgeport. There we found the old National pike road, and a beautiful road it is, too, which we followed for a distance of 296½ miles into Indianapolis, going through Springfield, Columbus, Dayton. Our average to Indianapolis was sixty-one and one-half miles a day, but after leaving Indianapolis we noticed it required a little more work to make the same number of miles, as the roads became gradually more rough. We found Terre Haute a good place to stay over night July 18, and started again on our (supposed) choice roads of Illinois, and from Edwardsville to St. Louis, a distance of twenty-one and one-half miles, we walked, and pushed our machines over a narrow gauge railroad track, not mounting once until we made our appearance in St. Louis. We remained in St. Louis from Saturday until the following Wednesday, when we once more resumed our journey over the Ozark mountains. From the beginning to the end of this portion of our trip we were misguided. We struck the mountain range at Summit, and went through Union, Sullivan, Cuba, St. James, Rolla Hancock, Richland, Lebanon, Springfield, where we were informed that the Ozarks had ended. We went to Pierce City, Neosho, where we made a two days' visit, and visited Indian Territory, taking in Wyandotte, Schenica and Shawnee school. Striking the Kansas State line at Columbus, we found ourselves in Fort Scott, Pleasanton and La Cygne. Then sixty-two and three-fourths miles, a day's ride, brought us to Kansas City. Last Thursday we rode seventy-four and three-fourths miles over ordinary roads."

The two tourists left Thursday for Philadelphia. Owing to disagreeable weather they were obliged to remain in Independence. It is their intention to make a bee line for Indiana and Ohio. Pennsylvania will be traversed, and the tour will end in Philadelphia. The two gentlemen have ridden 2,314 miles in forty-three days, an average of nearly fifty-four miles per day.

Messrs. W. T. Fleming and J. E. Gould, the members of the Pennsylvania Bicycle club, who passed through this city on Thursday, en route home to Philadelphia, from a visit to the Indian Territory, after having spent a couple of days at Independence on account of inclement weather, started out early yesterday morning, and when near Blue Springs, Fleming was thrown from his wheel and sustained some bruises and cuts. They were barely able to proceed on their way slowly.—*Kansas City Journal*

THE RHODE ISLAND WHEELMEN'S OUTFIT.

AN ASSAULT, AN ARREST, A SENTENCE.

A party of about 30 members, with ladies, of the Rhode Island division, L. A. W., from Providence and thereabouts, started from this city on Monday last on a run to South Natick, under direction of the Roxbury Bicycle Club, by whose invitation they had come. About 11:30 A. M., on the way out, and while in the act of remounting, having stopped for a short rest, a little beyond Wellesley, a very pugnacious individual named Alfred J. Allen, with a companion, drove up behind them in a light express wagon, and, although having more than half the road on the left in which to pass, insisted on driving into the crowd of wheels endangering life and limb, and causing great fright to the ladies. He finally drove up behind the tricycle of Mr. George L. Cooke, a prominent member of the Providence bar, and, in outrageous language, told him that if he didn't get out of the road, he would make him, which he endeavored to do by running into his machine, the front wheel of his wagon striking it, twisting it round and throwing it back against the hind wheel. Mr. Cooke had a maraculous escape from bodily harm, but had his machine badly smashed. Allen having satisfied his beligerent propensities, lashed his horse furiously in an endeavor to escape, but the boys were so incensed at his dastardly work that they gave him hot chase, following him into a rough side road, where he was on the point of escaping, when Dr. E. T. Bogman of Providence hauled out a nickelled pocket flask, and pointing it threatened to shoot him if he didn't stop. The runaway not doubting but that it was a genuine shooter, weakened immediately and pulled up, calling them a lot of "Boston rummies," when he discovered the trick that had been played upon him. They at once got a constable, and brought him to Trial Justice Washburn's office in Wellesley, where he was tried, found guilty of malicious assault and battery, and sentenced to pay a fine of \$10 and costs, in all \$16.79. The whole business was done inside of two hours.

The rest of the day passed off very pleasantly for all. After witnessing the opening performance of "The Corsair," the visitors took the 11 o'clock train for Providence, greatly pleased with their trip.—*Boston Herald*.

STEVENS REPLIES TO THE P. M. G.

About the most biased and unfair thing I have seen in print lately, is the *Pall Mall Gazette's* review of Kron's book and mine, as quoted recently in *THE WHEEL*. Kron is abundantly able to speak for himself, so I will confine myself to printing out one or two of the most glaringly unjust criticisms of "Around the World on a Bicycle." My book is, above all things else, just what the *P. M. G.* says it is not; *i. e.*, a "straight-forward, simple account of what I saw and did." If there is anything I have carefully avoided in the narrative, it is the wandering away from my own experiences, into commonplace talk about things the people of this country have already learned from dozens of books of travel. Above all things else, my book is a narrative of my own personal adventures.

Occasional inaccuracies and mistakes? Of course; from the very nature of the journey itself, I feel highly flattered that the *P. M. G.* does not single out any but the brightest literary and traveling stars the world has ever produced to compare me and my work by. Anybody would be proud to be mentioned with "Stanley, Burnaby, Mark Twain and Marco Polo"; this alone is no small recommendation, methinks. If the *Gazette* reviewer, however, had given the subject honest and conscientious thought, he would have pointed out also, that whilst Stanley and Burnaby carried with them a library of all the available books of reference, I could not carry with me a single volume. Still, with all this disadvantage, I do not for a

moment concede that my book contains more than a few such commonplace mistakes as using the word "yards" instead of "metres" in speaking of the measurements of French roads. The word metres would, perhaps, have been better than "yards," but my use of the latter work was merely made to place the measurements more accurately before English speaking readers. Surely such trivial circumstances as this ought not to excite the *P. M. G.* reviewer to so scathing a criticism.

I am, of course, extremely sorry that Mark Twain didn't ride around the world with me and write the book in order that readers might revel in the witticisms of that inimitable humorist. This, of course, is, as the *P. M. G.* reviewer in substance remarks, lamentable; still it is matter for some congratulation to think, that while he sees little humor in my book, scores of able American critics have said they found it brimful of it. But perhaps this is not so surprising after all. The British conception of humor is one thing, and the American, another.

The unkindest cut of all, though, I think is the insinuation that, like Jules Verne's winged and finned imagination, it would have been better for my readers had I ridden twenty thousand leagues under the sea, took a spin up to the moon, or whisked around this cold, cruel world in Eighty Days. Instead of this, I only introduced the asp-i-ahen into Koordish camps and Persian harems; princes' courts and royal Oriental presences. I only rode it on the flat roofs of Turkish houses to the acclamations of the populace, dodged Greek brigands, raced Turkish *Zaptichs* and stood off Asiatic banditti. I may feel a trifle prejudiced in favor of the subject of the "characterless frontispiece," as against the *P. M. G.* critic, but somehow after reading the latter's review, I cannot help thinking that it was written about 2 A. M. after a too liberal indulgence of Welch rarebit and treacly English stout.

THOMAS STEVENS.

SUMMER DRINKS.

HINTS TO CYCLISTS.

EGG LEMONADE.—Break an egg into a tumbler, rub two lumps of sugar on the rind of a fine lemon, put the sugar into the tumbler, squeeze the lemon into it with a squeezer, and half fill the tumbler with ice broken small, fill up with water, and with a shaker shake the whole vigorously a few seconds, then grate a little nutmeg over the top. If you have no shaker, beat the egg with a fork. Simple lemonade is greatly improved by rubbing the peel with sugar.

COLD WATER TEA OR RUSSIAN TEA.—This is usually made by steeping tea in boiling water in the usual way and setting it in ice. This gives the astringency that is pleasant when hot with cream, but to many tastes very unpleasant when cold. The better way to make it is easier in hot weather, and so made iced tea is a positive luxury. Four hours before you require the tea for use (or over night if you choose) put four teaspoonfuls of tea into a pitcher, pour on it a quart of cold water, cover and set in the ice box. It does not sound as if good tea could be made of cold water, but this is the perfection of cold tea, fragrant without the least bitterness and of a beautiful amber clearness. Sweeten as any other tea. With a little lemon juice and a slice of lemon floating in each glass makes the fashionable "Russian Tea."

EFFERVESCENT SODA WATER AT HOME.—Half a dozen syphons of plain soda cost ninety cents, perhaps less in large cities, and if you are known to your druggist you will not be charged for the loan of the syphons. Keep them on ice and you have your soda water ready. Make and keep bottled a few simplified syrups. Vanilla syrup, coffee syrup, ginger syrup, and you can have flavored soda at a moment's notice. In fruit season half fill the glass with fresh fruit syrup and sugar, fill up from the syphon, and you have a drink for the gods.

SODA MILK.—This is an excellent and nourishing drink in hot weather, and will remain on the most delicate stomach when anything but koumiss would be rejected, and is simply soda from the syphon and milk.

Pour a bottle of claret into a pitcher, add a sliced orange, leaving out the first and last slice, and a strip of cucumber peel as long as your finger; sweeten with syrup, add, if liked, a wine glass of Santa Cruz rum; set this in crushed ice and just before drinking strain and add the contents of a syphon of soda water, stir and serve at once.

THE LYNN MEET.

The Lynn race meet came off at the Lynn Cycle Club Track, on Monday last, Labor Day. The weather was superb, the track in fast condition, and the races were warmly enough contested, especially the handicaps. The management was very poor. The men wore microscopic numbers; many of them were dressed in the favorite dark jerseys, but with no other distinctive color, so that on the back-stretch the audience lost all interest in the events, because they are unable to tell one rider from another. The press were ignored and not supplied with proper information. Perhaps it is to this slovenly method of running tournaments, that one has to look for the present unpopularity of race meets. Some 1,800 people comprised the audience. The events resulted as follows:

ONE MILE NOVICES.

- W. W. Matthews, Woburn..... 1
A. E. Jacobs, Malden..... 2
C. T. Fernald, Malden..... 3
W. J. Lloyd, Peabody..... 0
A. R. Davis, Chelsea..... 0
C. G. Bernard, Chelsea..... 0
F. M. Scott, Barre, Vt..... 0
F. S. Spalding, So. Framingham..... 0
R. N. Condit, Gloucester..... 0
Time, 2:57 3/4.

Matthews ran into the lead on the first lap, and riding strongly all the way, won by fifty yards.

THREE MILES AMATEUR HANDICAP.

- H. S. Hart, New Britain, 155 yards..... 1
J. F. Midgley, Worcester, 120 yards..... 2
P. J. Berlo, Boston, 120 yards..... 3
E. De Blois, Hartford, 120 yards..... 4
W. Harradon, Springfield, 155 yards..... 5
A. B. Rich, New York, scratch..... 0
F. M. Barnett, Lynn, 275 yards..... 0
E. Bergholtz, Lynn, 275 yards..... 0
T. Roberts, Poughkeepsie, 250 yards..... 0
E. F. Simpson, Chelsea, 275 yards..... 0
W. W. Windle, Clinton, 60 yards..... 0
Time, 8:37 4-5.

This was a hot contest from start to finish. Rich set out at very fast pace, but stopped at a half mile, evidently thinking he could not win against such long handicaps. The short-markers gradually gained on the long-markers until the field was pretty well bunched. Prominent among the leaders were Midgley, De Blois, Hart, Berlo and Windle. At one mile, De Blois was leading, with Barnett, Roberts, Bergholtz, and Hart close up. For the next two laps it was nip and tuck, first one man leading, then another. The struggle down the homestretch was of the most exciting kind, and at fifty yards from the tape it was impossible to tell who would win. Nearing the tape, Hart made a final effort, and won a hard fought race. Just before crossing the tape, Barnett ran his wheel into Roberts' wheel, and both fell heavily to the ground.

THREE MILES HANDICAP PROFESSIONAL.

- W. A. Rowe, scratch..... 1
H. G. Crocker, 130 yards..... 2
A. Nightingale, 350 yards..... 3
Rowe's time, 2:35; 5:42 1-5; 8:35 4-5.

Rowe simply played with his men, catching them easily early in the race. On the last lap, Crocker was permitted to dash away with a short lead, and after Rowe had allowed the audience a little healthy excitement, he crockered up to Crocker, and showed him the way over the tape.

ONE MILE, BOYS' RACE.

- W. H. Senter, Rockland..... 1
W. F. Richardson, Reading..... 2
A. W. Porter, Newton..... 3
Time, 3:09.

Senter won easily by two lengths, which might have been twenty had the "boy champion" so willed.

ONE MILE TANDEM TRICYCLE.

- A. B. Rich, }..... 1
D. G. Hunter, }
C. E. Whitten, }..... 2
L. Beazley, }
E. Bergholtz, }..... 0
J. F. Lang, }

Time 3:07 3-5.

Lang and Bergholtz sought the seclusion of the ditch on the first lap. The other teams had a slight brush on the last lap, which resulted in a win for the Rich-Hunter combination by a few feet.

TWO MILES PROFESSIONAL HANDICAP.

- W. A. Rowe, scratch..... 1
H. G. Crocker, 75 yards..... 2
S. P. Hollingsworth, 160 yards..... 3
A. Nightingale, 250 yards..... 4
Times, 2:45 1/2; 5:43.

This race was run about the same as the two miles, Rowe waiting behind till near the tape, when he moved forward and won as he pleased.

TWO MILES AMATEUR HANDICAP.

- E. A. De Blois, Hartford, 80 yards..... 1
P. J. Berlo, Boston, 175 yards..... 2
J. F. Midgley, Worcester, 175 yards..... 3
E. F. Simpson, Chelsea, 175 yards..... 0
A. R. Davis, Chelsea, 200 yards..... 0
C. G. Bernard, Chelsea, 175 yards..... 0
E. Bergholtz, Lynn, 175 yards..... 0
F. Pearson, Malden, 200 yards..... 0
H. B. Arnold, New Britain, 200 yards..... 0
W. Harradon, Springfield, 75 yards..... 0
H. H. Senter, Rockland, 200 yards..... 0
E. G. Howard, Chelsea, 200 yards..... 0
H. S. Hart, New Britain, 110 yards..... 0
A. B. Rich, New York, scratch..... 0
Time, 5:35 3/8.

Rich dropped out early in the race, being over-handicapped. De Blois won by a grand spurt near the finish.

ONE MILE CONSOLATION.

- W. Harradon..... 1
E. Bergholtz..... 2
C. G. Bernard..... 3
Time, 3:06 3/8.

The officials were as follows: Referee, E. P. Burnham of Newton; judges, L. D. Munger of Detroit, Mich., T. W. Eck, of Saugus, F. E. Belden, of Hartford, Conn.; timers, George E. Butler, of Lynn, T. F. Tully, of Lynn, A. Kennedy-Child, of Boston; scorers, W. A. Reed, of Gloucester, Fred. B. Bent, of Lynn, H. A. Lenhard, of East Cambridge; clerk, J. H. Shuman, of Lynn; assistant clerk, Fred. S. Hitchcock; starter, E. G. Young.

FIXTURES.

September 10.—Philadelphia Road-Race for Try-on Cup.

Sept. 10.—Central Wheelmen's Celebration and Race Meet, Cincinnati, Ohio.

September 15.—Louisiana Division Race Meet at New Orleans.

Sept. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

Sept. 17.—N. A. A. A. A. Championship Race. September 17.—East Hartford Meet.

Sept. 20.—Rhode Island Division, Narragansett Park, Providence.

September 21.—Albany Wheelmen's Race Meet. Sept. 23, 24.—New York State Division Meet at Coopertown, N. Y.

September 29.—Allegheny Wheel Club Tournament at Pittsburg.

September 30, October 1.—Missouri Division L. A. W. Meet.

Sept. 30-Oct. 1.—Detroit Bicycle Club Races. September 22.—Binghamton, N. Y. Race Meet.

September 13, 14.—Tennessee Division Meet at Memphis.

October 6.—Boston, Chicago Road-Race. October 4, 5.—Races at Woodstock, Va.

September 30, October 1.—Detroit Bicycle Races.

September 29.—Allegheny Wheel Club, Pittsburg, Pa.

TOURNAMENT AT MITCHELL, DAKOTA.

The following is a list of prizes which will be given at the Mitchell Bicycle Club races at Mitchell, Dak., Sept. 28, 29 and 30.

September 28—One-fourth mile amateur, two in three: First prize, bicycle lamp; second prize, Brooks' cyclometer; third prize, Harwood bell; fourth prize, oil can.

One mile amateur dash: First, stop watch; second, gold pen and holder, third, cuff buttons; fourth, necktie.

One mile, professional, two in three; First, \$15; second \$10; third, \$5.

One half mile, safety: First, bicycle coat; second, knee breeches; third, L. A. W. cap; fourth, wrench.

Races, four. Events possible, eight.

September 29—One-half mile amateur, two in three: First, ball pedals; second, Kellogg bicycle

shoes; third, L. A. W. hose; fourth, L. U. G. car.

One mile, professional, territorial championship: First, gold medal; second, silver medal.

Two mile, amateur dash: Downe's cyclometer; second, Butcher cyclometer; third, L. A. W. shirt; fourth, belt.

One-fourth mile, professional, two in three: First, \$10; second, \$5; third, \$3.

Races, four. Events possible, eight.

Sept. 30.—One mile club race: First, silver cup; second, bicycle shoes; third, Bicycling World; fourth, Wheelman.

One-fourth mile, hands off: First, box of cigars; second, tool bag; third, screw driver; fourth, hooks.

One mile amateur territorial championship: First, gold medal; second, silver medal; third, tool bag; fourth, calliope.

Five-mile professional dash: First, \$30; second, \$20; third, \$10.

Three-mile amateur lap race: First, Lakin's cyclometer; second, saddle; third, handles; fourth, wrench.

One-half mile consolation: First, Victor saddle; second M. I. P. bag; third, bicycle pin; fourth, carrier.

Six races. Amount of prizes, \$327.95.

The Parker Bicycle Club, of Parker, Dak., will hold a race meet September 16, and a 25-mile road race October 1.

THE ORANGE WANDERERS' RACE MEET.

The Fall race meet of the Orange Wanderers' will be held on the Roseville, N. J., track, on Saturday, September 17.

PROGRAMME.

- One Mile Novice, bicycle.
Half Mile Amateur, bicycle handicap.
Two Mile Amateur, bicycle handicap.
One Mile Amateur, tandem handicap.
Club Race.
Half Mile Amateur, bicycle dash.
Two Mile Amateur, bicycle, 5:50 limit.
One Mile Orange Wanderers' handicap.
One Mile Amateur, bicycle lap.
Club Race.
One Mile Amateur, bicycle, 2:45 limit, for handsome prize.
One Mile Consolation.

Entrance fee, fifty cents for each event; close September 14, with L. H. Johnson, 401 Main street, Orange, N. J. Valuable prizes will be given to first and second in each event.

RACING IN BROOKLYN.

The several events held by the Nassau Wheelmen at the Brooklyn Grounds on Labor Day, resulted as follows:

ONE MILE HANDICAP.—First Heat: first and second in final—E. C. Parker, Harlem Wheelmen; 150 yards, 3:06 4-5; J. W. Bate, Nassau Wheelmen, 160 yards, 2nd; H. L. Powers, Harlem Wheelmen, 70 yards, 3rd. Powers waited too long, or he might have won.

SECOND HEAT.—E. Hornbostel, Jr., Ilderan, B. C., 100 yards, 3:15 4-5; H. J. Hall, K. C. W., 40 yards, 2d. This was a walk over.

FINAL HEAT.—Parker, 3:05 2-5; Bate, 2nd, by several lengths; E. Hornbostel, 3d, by a like distance; Hall, 0.

ONE MILE BICYCLE HANDICAP.—Mount and dismount twice on each lap: J. W. Schoefer, Ilderan, B. C., 130 yards, 3:58; H. J. Hall, Jr., K. C. W., 10 yards, 2d by a long way; J. W. Bate, N. W., 140 yards, 3d. Schoefer mounted and dismounted very rapidly, and won easily.

ONE MILE HANDICAP, ROADSTERS, 36 LBS. AND OVER.—J. W. Schoefer, 120 yards, 3:10 1-5; J. A. Constant, Brooklyn, 120 yards, 2d; Wm. Schumacher, L. I. W., 150 yards, 3d.

THREE MILES BICYCLE HANDICAP.—H. L. Powers, Harlem Wheelmen, 225 yards, 9:54 2-5; E. C. Parker, Harlem Wheelmen, 325 yards, 2d by a length; J. H. Mellor, Nassau Wheelmen, 275 yards, 0; H. J. Hall, Jr., K. C. W., 100 yards 0; W. E. Crist, Capital Club, scratch. Neither Crist nor Hall were in form, and were unable to negotiate the comers. The brush between H. L. Powers and Parker was interesting.

Wheelmen desiring to purchase or examine Star wheels, are offered a good opportunity at the H. B. Smith Machine Company's New York Depot, 115 Liberty street. A fine stock of new wheels, and a full list of parts are kept on hand.

WHEEL GOSSIP.

Kansas City will fall in line with a race meet. There is a marked increase in tandem riders at Baltimore.

The Philadelphia Road-Race for the Tryon Cup takes place to-morrow.

The Maryland Club, of Baltimore, has removed to a fine house on Eutaw Place.

Information has been received that Howell will positively come over this Fall.

The Orange Wanderers have resigned from the Team Road Racing Association.

It is rumored that a number of cycling depots will be opened in New York next Spring.

The Pope Calendar for 1888 is already being prepared. It will be an improvement on its predecessors.

The Long Island Wheelmen have called a club run for Cooperstown, N. Y., leaving Brooklyn, Thursday, September 22d.

The Gormully and Jeffery team, consisting of Messrs. Whittaker, Dingley, Knapp, Munger and Eck are quartered at Lynn.

The Fall Meeting of the Board of Officers, League of American Wheelmen, will be held in New York city on October 16.

The Overman Wheel Company will make a new departure and manufacture boys' wheels, of good pattern, from 38 to 48 inches.

A number of fast wheelmen are entered for the Manhattan Club's two mile handicap, which will take place at their grounds to-morrow afternoon.

Harry Gordon, the St. Louis racing man, recently competed against a horse at Sedalia, Mo. It is said the Racing Board will expel him from the League.

We are indebted to Mr. Edwin Oliver, of the Gormully & Jeffery Mfg. Co., for the copy of the Chicago *Inter-Ocean*, from which we have quoted "A New Departure."

J. W. Powers has not been ill with malaria, as was recently reported. He has just returned from a three weeks' vacation, and will shortly commence training.

The Riverside Wheelmen took a run last week through Red Bank, Sea Bright, Long Branch, Elberon and Asbury Park, returning via Long Branch to New York.

The semi-annual business meeting of the Inter-Club Road Racing Association will be held on Saturday evening, September 10, at eight o'clock, at the New York Metal Exchange.

A wheelman named Frank Scott, left Barre, Vt., last week, for a 900 mile tour a wheel. He will pass through Lynn, Mass., Portland, Me., and through the White Mountains.

Mr. J. S. Rogers, of St. Louis, is on a business trip East. He will remain in Gotham till about October 1, with the exception of a week's trip to the Hub, from September 20 to 27.

Mr. H. C. Tuttle, who built the Lynn Cycle Track, has filled an attachment for \$800 upon the property of the Lynn Cycle Club Track Association's property. It is stated that the association owes \$1,700.

A number of New York State Wheelmen will leave for the Cooperstown Meet two days earlier than the meet, in order to stop over at the Albany race meet. Wheelmen who visit the Capitol City may be sure of a warm welcome.

The Northwest Cycle Club, of Portland, Oregon, was organized May 27, 1887. A copy of its Constitution and By-Laws has just been received. The club has nineteen active members, and five honorary members, the latter all ladies.

At the recent New Jersey Cycling Meet, several racing men refused to pay their entrance fees. This is neither amateurish, gentlemanly or honest. Race meet committees should sit down very hard and rather suddenly on this species of racing men.

A five days' tournament, under the management of Fred T. Merrill, will be held in connection with the State Fair, on September 12, 13, 14, 15 and 16. The track will be either four or five laps to the mile, and will be built specially for cycle racing.

Some 5,000 people witnessed the Labor Day sports at Weymouth, Mass. Among the events was a mile bicycle handicap, which resulted as follows: F. Douglass, Rockland, 3.05; A. F. Caldwell, Brockton, 3.14; W. L. Brown, Rockland, 3.15.

The Boston to Chicago road race, the details of which we published last week, even before our contemporaries had announced the race, will be started October 3 at 6 A. M. The race was projected and will be under the management of the *Bicycling World*.

At the New York Athletic Club Games, to be held at its grounds at Mott Haven, on October 1st, at 2.30 P. M., a two mile bicycle handicap will be decided. Entrance fee, 50 cents for each event; close September 21, with Otto Ruhl, 104 W. 55th Street, N. Y. City.

A one mile race for the championship of Waltham, Mass., took place at Chestnut Hill Reservoir on Labor Day. Result: A. W. Hails, Watertown, Mass., 3:36; C. E. Tracy, Waltham, by 15 yards. Bignall, of the Medford Club, gave a mile and a light exhibition; time, 3:28.

Major Pond is rapidly filling up October and November dates for Thomas Stevens' lecture tour. Stevens has improved the subject matter of the lecture considerably, and has also taken lessons in the New York School of Oratory to improve his style of delivery.

We dropped into Charlie Schwabach's wheel rooms on Saturday afternoon last and found him up to his eyes in business. Not a trike or a tandem to be had; all out on the road. Charlie reports a good season for the New Mails, which, by the way, are sterling good wheels.

Mr. Robert Todd (Esquire by Act of Parliament), Solicitor of the High Court of Justice, of 3, Albany Courtyard, Piccadilly, and Whetstone, Middlesex, has "unalterably" resigned as Secretary of the N. C. U. The *Cyclist* pays a high compliment to his common sense, perception, energy, etc.

The second 25-mile road race of the Eastern Road Club will take place Saturday, October 8, starting at 2:30 o'clock from Beacon street, opposite the reservoir. There will be six or eight teams contest. All clubs wishing to enter a team in this race will please notify W. R. Maxwell, secretary of the club, Pollard square, Somerville.

A. F. Webster and C. F. Lavender, members of the Toronto, Canada, Bicycle Club, recently accomplished 175 miles in 21 hours, 40 minutes, of which four and a half hours were used for resting and meals. Their route was straight away from Toronto to Kingston. Lavender rode a rear driving Comet Safety, geared to 57 inches, and Webster a 52-inch invincible roadster.

One of the features of the Century Wheel Club's social life are dog-alligator fights. One of the members possesses a great dog, and another has a young alligator, about two feet long, which has become quite a club favorite. The Century Club occupies one of a row of elegant houses on North Broad street, Philadelphia. Its captain is Kirk Brown, the well-known Philadelphia cycling dealer.

Says the *Cyclist*: "America is just passing through such a horse vs. bicycle war as was waged here about 1873-5." So we are just at the stage in which English cycling was fourteen years ago; therefore, being a go-ahead race, we may presume that cycling in America will reach the same proportions and yield the same pleasure as it now does in England, in about eight years from now; i. e., about 1895."

A German bicycle rider, Mr. Amil Pfaler, has been touring from Kief to St. Petersburg, Russia. The distance is about 1,000 miles, and it took Mr. Pfaler ten days to accomplish it. The tour was not one of unalloyed pleasure. What with shepherds, who thought he was a good target to practice on with their firearms, and what with dogs, who took him to be fair game to chew up, the enterprising German did not have a hilarious time.

Mr. J. Kemp Bartlett, Chief Consul of Maryland, was in Gotham on Thursday and Friday last. He reports a bicyclic boom in Baltimore this year; not exactly a boom either, but a steady and healthy increase. Mr. Bartlett is a fine specimen of a wheelman, being a few inches over six feet in height, of proportionate build and fine weight. He took a trip to the "art gallery" in Warren street, in company with Rights and Privileges Luscomb.

The Cooper House, Cooperstown, N. Y., will no doubt be the favorite resort for wheelmen desiring first class accommodations at the New York State Meet. Its appointments are excellent and its culinary department unexcelled. It is by far the best hotel in Cooperstown, and as most wheelmen want nothing but the best, many of them will rendezvous at the Cooper House. During the meet, its proprietor will give a hop to the wheelmen.

"Traveling on a Wheel," was the title of a column article in the New York *Times* of September 4, giving a favorable review to the bicycling books of Thomas Stevens and Karl Kron. The latter's "X. M. Miles" was also complimented by the New York *Star* of the following day, which said: "To a man who desired to journey over the ground covered by this indefatigable traveler and writer, this book would prove altogether indispensable."

September 22 is the date fixed upon for the races at Binghamton, New York, on the five-lap bicycle track at Riverside Park. A full programme of events will be provided for the men. There will be a parade of visiting wheelmen at 11 o'clock, A. M., and a first-class entertainment in the evening at the Binghamton Opera House, under the auspices of the club. An elegant piece of statuary will be presented to the largest and best appearing visiting club in the parade.

East Hartford Tournament, Saturday, Sept. 17. Events: Half mile, handicap, open in heats; one mile, novice, open; three mile, open 10 class; one mile, open; one mile, East Hartford Wheelmen, 3:20 class; two mile, handicap, open; one mile, lap, open; one mile, open, 3:20 class; one mile, handicap, open; three mile, open; one mile, consolation. Three prizes will be offered in each event. Entrance, fifty cents for each event; close September 13, with H. E. Bidwell, P. O. Box 173, East Hartford, Conn.

NEW YORK CLUB'S MILEAGE.—The mileage of the New York Club for August was 2,176. J. F. McFadden leads the list with 528 miles; Harry M. Archer wheeled 370; A. J. Patterson covered 253 and Frank H. Reily 204 miles. Some of the total mileages up to September 1 are: J. M. McFadden, 2,003; F. M. Daniels, 1,480; J. H. Hanson, 1,357; Harry M. Archer, 1,161; E. J. Shriver, 955; A. J. Patterson, 903. The club's mileage to date is 15,323 miles, of which 5,078 were out of the city.

NEWARK WHEELMEN, BEWARE!—The citizens of the Eighth ward are incensed at the conduct of reckless riders who use and almost monopolize the sidewalks in direct violation of a city ordinance. One evening last week two young ladies had their dresses soiled by a rider, who swept against them as he rode by without giving any warning. A policeman stood looking on and said nothing. A number of citizens will come forward at the next meeting of the Police Commissioners and demand that instructions be given to patrolmen to arrest all cyclists who use the walks.—*Newark Call*.

"Black Enamel For Tricycles—Fuse forty ounces asphaltum, and add half a gallon of boiled linseed oil, six ounces red lead, six ounces litharge, and four ounces sulphate of zinc, dried and powdered. Boil for two hours, and mix in eight ounces fused dark amber gum and a pint of hot linseed oil, and boil again for two hours more. When the mass has thickened again, withdraw the heat, thin down with a gallon of turpentine. Cement for Bicycle Tyres—Melt two parts of asphalt and one part of gutta percha together in an iron crucible. When quite hot, apply to the wheel, which must also be hot; then slip on the tyre. If the wheel is not hot, the cement will turn out a failure."—*Chemist and Druggist*.

The trial of Fred Wood, the English professional bicyclist, came off at Melbourne, Australia, on June 26. Wood was arrested by one William Marshall, on a charge of stealing. The money was taken from Mrs. Marshall, with whom Wood was criminally intimate, but on the day of the trial, she denied all previous statements, and claimed that she had given the money to Wood. The defendant was discharged. During the proceedings, it transpired that Wood maintained improper relations with Mrs. Marshall, while at the same time she supplied him with money to the extent of £67. There is but one word in the language that can be applied to Wood, and it represents the most despicable form of "crookedness" to which man can stoop.

THE RHODE ISLAND DIVISION'S EXCURSION.

Those of the Rhode Island Division L. A. W. who failed to take in the Second Annual Excursion Monday, Sept. 5, neglected an event of a lifetime, for with a perfect day, social party and splendid roads no one could fail to enjoy it.

Part of the Division started early Sunday morning from Warren on their wheels, stopping at Foxboro to indulge in a hearty (?) breakfast of fish-balls, and thus refreshed proceeded on their way, their next destination being the Faneuil House at Brighton, where dinner was served, after which they started for Boston, arriving about 4 P. M.

The balance of the Division went on the train, leaving Providence at 6 A. M. Monday, were met at Trinity Square, and were soon afterward joined by some of the Roxbury Club and that Prince of good fellows, Dr. Wm. H. Emery, whose presence as well as that of the others of his club added a great deal of enjoyment to the run.

The party, now numbering over thirty, started on their way, leaving the Square about 8 A. M., with Lieutenant Speirs of the R. I. W. in command, and taking a somewhat different route than the one selected on programme, arrived at Watertown about nine o'clock and partook of an excellent breakfast at the Union Market House, which was heartily enjoyed. After a rest of an hour or so the line was again formed, proceeded onward, and when near Wellesly the event of the day occurred, viz: an adventure with the genuine road hog with genuine bristles.

Everything was going along smoothly when up came his hogship behind compelling one wheelmen to dismount, nearly upsetting another and with a "get out of the way there," struck a tricycle ridden by Mr. G. L. Cooke, Jr., nearly upsetting that gentleman and somewhat damaging the wheel.

Well, that was more than the natural good nature of a Rhode Island man could stand, and the blood of the entire column was up; so chase was given immediately, and although he had got a good start, was pursued with so much determination that he endeavored by turning up a rocky cross road to prevent the boys from following him on their wheels.

For a moment he seemed likely to succeed, but a new danger now threatened him, for away in the field, running across lots for all he was worth was the alert Doctor Bogman shouting "stop or I'll shoot," although just what he intended to shoot with was not disclosed until later when it proved to be a pocket medicine flask.

Well, the man stopped at the sight of the Doctor's weapon and was quickly surrounded by excited wheelmen while Chief Consul Chase caught the horse by the bridle and effectually prevented his further progress. Meantime Artist Spencer of Pawtucket sitting on a rock sketched the hog in all his glory.

As quickly as possible, however, a constable was found, writ served, and Mr. Alfred J. Allen (the hog) was brought before Justice Washburne of Wellesly, who after hearing the testimony decided the prisoner guilty of malicious assault and fined him \$10, and costs amounting to \$16.79.

It is hardly necessary to say that the boys were pleased and sixteen seventy-nine came to be mystic numbers, and frequently spoken of during the day.

After the trial, wheels were mounted, and the column proceeded to Bailey's Hotel, South Natick, where a first class dinner was served and enjoyed with an appetite characteristic of wheelmen, R. I. Wheelmen in particular.

Time enough was allowed afterwards for several games of pool played in a very expert (?) manner and then the party started, or attempted to start, when a hearty laugh was raised at the expense of a very temperate cycle dealer of Providence attempting to ride with a champagne bottle attached to his wheel.

Another start was made and soon arrived at the famous Hunnewell estate, where nearly an hour was spent in looking over the beautiful grounds.

Once more in the saddle, the line started for Chestnut Hill Reservoir, and with the exception of one of the boys being taken suddenly ill and going to Boston by train, nothing happened to specially note until near the Reservoir, when a couple of Boston boys succeeded in falling over each other, the result being a broken crank and possibly broken friendship, as when the line passed by they

were holding an animated discussion as to who was to blame.

The sand-papered roads around the Reservoir were enjoyed hugely, as also was the water from the well, for, as Dr. Emery had said, not to visit that well was not to visit the Reservoir.

It now being nearly sunset, it was thought advisable to reach Boston before dark and the line started on, making the run of seven miles in thirty-five minutes.

Arriving in Boston, the wheels were securely stored in a special car, and the boys started out for supper, and succeeded in amusing themselves in various ways.

Some of party under the escort of Dr. Emery, visited the *Globe* building, and passed a very pleasant and profitable hour in looking over the various ways of printing a newspaper.

The party left on the 11 o'clock train for Providence.

Mention should be made of the ladies who accompanied us, there being three whose presence added greatly to the pleasure of the run.

N. H. G.



THE GEARED FACILE.

The construction and working of this machine, the first specimens of which have at last arrived and can now be seen, are so unlike anything yet shown in the cycle line that an explanation of the paradox of increasing speed by transmitting it through a smaller wheel to a larger one will be interesting.

The usual solid axle connecting the hubs is replaced by a hollow one of steel tubing; the larger or Sun wheel is firmly fixed to this hollow axle, outside the fork, so that axle, hubs, driver, and Sun wheel all move together. The cranks are keyed to a hollow axle, which passes through the hollow one, and neither cranks nor solid axle is joined to or affects the driving-wheel except through the two gear-wheels. The hollow axle and the solid one travel in the same direction, but at different speeds. Interposed between the two are five rows of adjustable balls, so that each axle runs "on" the other; but while the solid axle is going round once within and "on" the hollow one the latter is running one-and-a-half times outside and "on" the inner one. This is the first oddity, some of the balls appearing to travel at two different speeds at the same time. How they manage it is their own affair, so long as they do their work, and we will not borrow trouble about it.

For brevity, designate the gear-wheels as S and P. The connecting-rod is attached, not to the crank but to wheel P, and it holds that wheel from revolving, the same teeth on it always remaining adjacent to the upper end of the rod; thus P travels in its orbit around S, and the puzzle is how it causes S to revolve on its own axis with accelerated speed. It looks like a case of the tail wagging the dog, and although a simple matter is so queer that people are sometimes bothered to "see" it after the explanation is given.

When P and the crank have moved round once and returned to the position shown in the cut, the driver has clearly made one turn; the question is, how has P caused it to make also the extra half-turn? Let us disconnect the lower end of connecting-rod from the lever, and drop the latter down. Then, if we hold the crank just where it is shown in cut, and, taking hold of the lower end of the detached rod, turn it around once, wheel S will make a half-turn, and the driving-wheel with it, P being half the size of S. Now take hold of the crank-end and wheel P, keeping P and S in the same position with reference to each other, and move the crank to a point opposite where it is in

cut; wheel S and the driver will have made a half-turn, and the connecting-rod will be pointing up into the air instead of down. Now carry the lower end of rod back to its former position, which will give wheel P another half-turn and give S an added quarter-turn; in a half-turn of the crank we have then given the driver three-quarters of a turn. In action, one full stroke of the lever up and down does this, practically: it carries S round once, as usual, and also "grinds" P round one turn, which clearly makes S take a half-turn more. In other words, the crank and two-gear wheels run once round as if they were solid together, and also small wheel P is revolved once on its axis backwards, giving S a half-turn more. Wheel P is thus revolved, in effect, by being prevented from revolving. The driving effect produced is the resultant of these two operations, one occurring and the other prevented; we have therefore the paradox that a thing which don't happen produces precisely the same effect as would be produced if it did happen.

Another oddity of this machine is that the crank on the geared side does not operate as cranks usually do. When this crank is opposite to the position shown in cut, the pull down from the left lever passes from P to S direct, the crank serving only as a brace to hold the parts in their relative positions; when the parts are as shown in cut, the right lever drives, transmitting its power through the solid axle and the left crank from its centre outward. In all other machines using cranks, power is applied to the ends of the cranks alternately; in this machine, the power applied on the left side does not really use the crank at all, and that applied on the right side uses it merely as a conductor of power to the gear.

As the machine moves, there is a constant effort on part of small wheel P to break loose from its fastening and roll round on wheel S instead of dragging the latter at a hastened pace. The usual strain on the connecting-rod is tensile simply; but on the geared side this effort of P to break away tends to break the rod from the back side, and so the rod has to be strengthened to meet this.

There is another peculiarity not at present brought into use—this gear is capable of yielding two speeds. On the usual ungeared Facile, the crank-pin is fast in the crank end, and has its bearing at the top of the connecting-rod; this is constructed just the reverse, the pin or stud which passes through the planet-wheel P being keyed fast to both P and the end of the rod, while the bearing is within the crank-end, and between the two. Now if this is shifted back, wheels P and S being locked together by fastening the former to the crank and freeing it from the connecting-rod, it is plain that the gearing becomes inert, and the machine runs level. The patent covers a small lever and sliding-clutch, by which, without dismounting, wheel P can be locked to the crank (in which case the machine is ungeared and runs level), or to the connecting-rod as shown, in which case it is geared up. Whether this construction will be put into use, and, if so, how soon, I am not yet able to say.

The operation described is not complex, although the explanation, which is as clear as I could make it, may perhaps seem so. But is the machine itself good? That you must not ask me, for I have it for sale, and might naturally be expected to say so; for a perfectly competent and candid opinion, go to the nearest man who deals in chain-gear machines. As for the Facile—well, prejudice is mighty, and could any good thing come out of Nazareth?

This geared axle is the most beautiful piece of mechanism ever put into a bicycle. The Geared Facile is light, and runs easily and smoothly; really, I came near saying, by sheer inadvertence, that I verily believe it has a great future before it, and is by far the best.

It has its own way to make, as the ungeared Facile has had. Time will show, and only time can, what are its merits and demerits as compared with all other cycles. But "don't never prophesy, unless you know," and if anybody is looking for a cycle, combining all desirable points, and avoiding all undesirable ones, please don't come to me—I never had any such—go where they advertise perfection straight.

JULIUS WILCOX.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffrey Mfg. Co., of Chicago, will be pleased to send their catalogue on application.

SUMMER SAUNTERINGS AWHEEL.

TWO STAMFORD CYCLERS IN ENGLAND—LIVERPOOL TO STRATFORD-ON-AVON.

SECOND PAPER.

The first infliction upon the *Advocate* readers was closed on shipboard, and when we were like one Columbus, very desirous to see land, and we might begin this by telling how Jack had for some time been bringing the ship into trim for entering port, by paint, varnish and scrubbing decks. On the last day out, deck chairs are not so much used, many are folded and put away, the passengers slick up, and have a restless, getting-ready-for-land air, and crowd the rail on the landward side of the steamer, to see, welcome and discuss the first faint, gray outline of the southern Irish coast, the region of Bantry Bay, which we saw before noon of July 14, and for hours we ran along the rugged and broken highlands, tilled in sections where possible, surmounted by occasional lighthouses and guarded, it is said, by English cannon, for there are little fort-like structures to be seen.

The absence of trees, the scant verdure and barren appearance of the coast, belie the popular notion that the whole island was of "emerald."

Large flocks of gulls surround the steamer in a prolonged whirl as if welcoming us to land, but the white foam of the breakers constantly dashing against the cliff-like old rocks seem to warn us away, and the ship heeds their admonition.

Now we are abreast Fastnet light, a tall white tower with a red band around it, and all eyes and glasses were brought to bear upon it, as they are upon every new object.

Off Queenstown, at last, and the tender makes fast alongside for passengers and luggage; the latter is banged and dragged down a plank with cross sticks on it, instead of a smooth one that would do them no harm. We believe sailors do things in the hardest way, and ever will. As we are left by the curious, side-wheeled tender, the sun goes down in a flood of golden splendor, and we had a marine picture not soon to be forgotten by many of the sea-weary voyagers. There were some tender and happy scenes as that complement of passengers boarded the tender, for many were returning from long sojourns in the wild western world.

We have concluded not only to believe the world three-fourths water, but nearer eight-tenths, after our recent seagoing.

Up about the "Old Head of Kinsale" are beautiful fields of various crops in greens and yellows of ripening grain, and hedges and stone walls map the hills in a neat and attractive manner.

Soon we are running along the Welsh south coast, pass South Stack and Holy headlights, the air grew warmer and our spirits arose with the mercury.

The "Great Eastern" was pointed out to us as we entered Liverpool harbor amid considerable bluster by the little old-fashioned side-wheeled tugs, as they pushed busily about. After a little delay at the Custom House, the comforts of a hotel was found, and we look about a little.

As we are rushed up town in a rapidly driven cab, the first impression is of the black and dirty appearance of the low but substantial stone buildings, the narrow streets, with paving that varies from good to bad, and the rather peculiar dress of the people.

The street cars—trams—are double decked and loaded to the waterline.

A room at our hotel was had for three shillings each person—equal to seventy-two cents each—and the expenses at a good house is about as high as America, although out of the cities here we can live much cheaper. Monster Norman draught horses pull huge trucks slowly about the streets, and brisk little ponies to cabs dash about like "be-soms of haste and energy."

Down between queer old-time buildings are dark alleys, they call lanes, in which a fugitive could easily escape the neatly dark blue uniformed police; their helmet is in the style of that worn by armored knights of old. We see no wooden houses; they are stone, brick or iron, and are finished inside somewhat like our own. In signs the English are not ahead of Americans, although some good work is seen.

In an early morning walk, we observed that the police were putting printed notices into all jewelry and pawn shops, that a robbery of silverware had been made during the night, as it is the custom to warn them and help catch the thieves; that the laboring men dress much alike, in very tight, short and dirty white trousers, with a strap around the leg below the knee, its use we have not yet discovered; a coat much too short, big clanking brogans

and an indescribable cap. It takes a little time to adjust things, get used to English money and ways, and it was afternoon of the second day in Liverpool when we wheeled down to Rock Ferry and crossed over the river to begin our outing in the most enjoyable manner, that of cycling a month in England.

The eighteen miles to Chester, through a fine farming district that is famous for the "Chester cheese," were so short and easy that we longed for more, but put up at the "Pied Bull," which was a good specimen of the many wayside taverns, with all the queer names their owners could think of. Here are the very narrow streets one sees in most of these old towns, and this is one of the oldest, as the old Roman wall yet stands round most of the place, as it did when in the hands of those old builders of it.

There are frequent watch towers, with port holes for muskets or bow and arrow, and at one place an iron barred prison with rude stone seats. For a mile or more we walked along the wall, and were so pleased that churchtime passed before we knew it and we missed a visit to the old Cathedral, which is a fine old pile, from the glimpse we had as we wheeled past. Curious styles of architecture are all about the old town, and the interiors vie with the exteriors in oddity of design. The dining room—commercial room, they call it of our hotel—is wainscoted with small panels of oak, that look every bit as old as the four hundred years which the landlord says it has been a hotel. The mortar has fallen out the seams in bricks and stone, and the marks of time's fingers are all over the place. Open grates are about the only heating apparatus we find in England.

Ale seems to be the staff of life here, for it flows in profusion, and places for its sale are on every hand. A feature of hotel service here is the putting upon the table big joints and loaves, for a man to cut and carve at his own satisfaction. To illustrate—we called for a little cheese, and the girl brought on a piece that would weigh twenty pounds, but what they lay three knives and three forks at each plate for, is more than we understand.

Some very noisily rude wheelmen came to the "Pied Bull" for tea, and were the roaringest fellows for sober men we ever saw. The "Pied Bull" is on Northgate street; the main streets are named after the great gates that used to be at the four sides of the old town, as East, West, North and Southgate streets. Now the gates are gone, and the names perpetuate the memories of those troublous times of long ago. The streets here are only sixteen feet wide between the three wide sidewalks, and ten people walk in the street to one on the narrow walks. The diminutive donkeys tethered to great carts remind one of Southern scenes, and at times the cart so hides the little beast of burden, that it seems to be going by magic.

The red-coated soldiers of the Queen, swarm in jaunty idleness and numbers on the streets, looking as brave and gallant as they can under such little absurd caps as they wear—the smallest of skull caps—held on by a big leather strap.

The Cheshire *Observer* is their county paper, and notes among other things here recently, a mild whirlwind that upset boats in the river, and carried on in a bad way generally. They should see a wild Western cyclone when it is angry.

They are still finding relics of Roman times here, and the latest is a carved stone figure of a nude man, with a weapon in a raised right hand. It was in fine relief and was part of an allegorical freize.

Early Sunday morning a band of men and women marched through the streets singing hymns, and proved to be those who were conducting a camp meeting in town. They were not the Salvation Army which we find over here in many places.

Wheat, which is raised here in many more and larger fields than we ever thought possible, is just ripening, and we meet loads of hay and oats going to barn and stack, and the farmers are busy in nearly every field. Still, we find men out of work and many asleep by the roadside. One farmer said that good farm help only commands eleven to thirteen shillings per week, and board themselves—an average of \$2.88 per week. Herds of cows and sheep are plentiful, and we see where much of the Britons' beef and mutton comes from. After dinner we jog along down a fine road, made still fitter by the rain the night before, and greatly enjoyed the scenery and the queer little villages on the way.

Wrexham, where we called for dinner, was in the hands of the Salvation Army, from the noise and martial music they made, and they are as

unpopular in England as they are in America. This is the central or county town of Wales, according to the landlady's reckoning, but as we came through only a corner of Wales it seemed otherwise. On leaving Wrexham we found better roads and reveled in their smoothness, having some very fine coasts through the hamlets of Rhusymedre and Cefn. These are strictly Welsh names. Here is a long railroad bridge over the river Dee, and the views up the river are fine. Chirk is the odd name of a town equally odd, and we suddenly come in view of mossy old Whittington Castle as we wheel round a corner of the one long street of Whittington.

Further on we find Shrewsbury, one of the most interesting old places in England. It has of course a castle, and quite a famous one, too, but we did not stop to see only the exterior, although it was opposite our hotel, and was built in the year 1100. The landlady gave us reminiscences of the old town, grew enthusiastic in her descriptions, and was entertaining. One of the streets was originally so narrow that persons could shake hands from opposite windows, but the march of progress has widened it now. The "String of Horses Inn," is but one of the many queer names given to houses, and all along the way we find that the ludicrous must have entered into those old people who propounded such oddities.

A great convenience to travelers is the faithful mile post, which is about all over the little island, and together with the many guide posts at corners, make it an easy matter to find one's way.

We had a delightful ride to Shifnal, where we had dinner, and sped on toward Birmingham. Farming seems to have reached a high degree of excellence, if we can judge from the appearance of the growing crops, the farm yards and their surroundings.

After only about fifty-five miles, we spend the night at Meriden, a wayside hamlet, six miles from Coventry.

The Bull's Head Hotel keeps us over night, and there are big beams in the ceilings of the odd little rooms all about the house, which without other evidence would tell of its age.

We were pleased at the glimpse of English home life we had when we called at a chemist's—they do not call them druggists—for after a little chat the proprietor wished his aged mother to see the two American cyclists, and the eighty-two-year-old lady entered the room to see us, and to send word to her son in Philadelphia, Pa., that she still lived. She wondered at the distance we had come, yet must have but a vague idea of it.

The English people use the words "Beg Pardon," quickly spoken, and with a rising inflection in place of our word "sir," or the more rude "eh," or "what," and it is agreeable.

The girls—girls are waiters and bartenders all over England, and seem to think nothing of setting intoxicants over the bars to all sexes, ages and conditions of humanity—brought into the sitting room two big candles, when the evening shadows came, and their old-time mellow light, as in our grandfathers' days, and within our own recollection too, was pleasant, and a relief from the gas and electricity of these later years.

Birmingham, when we wheeled into it, was undergoing a sewer and pavement eruption, but is a busy manufacturing place; the streets are very narrow, but clean and attractive through the main streets. It is the seat of extensive iron and steel industries, and seems more alive than many towns we came through during the day. Their paving is mostly stone blocks with asphalt top dressing, but not enough put on to make a smooth surface.

The tourist is ever in sight of the quaint old houses, with thatched or tiled roofs, and in the queerest style of architecture. The people are very fond of flowers, for in the windows of all classes of houses we see bright blossoms that speak well for the taste of the inmates. In gardens they are in profusion, and ivy seems to be trying to hide the old houses, and some chimnies are covered from sight entirely; nor do the old churches and castles escape the pretty green vine, for it flourishes among them.

They are getting Americanized over here in many ways, for they put up little signs on the lamp posts telling people to "keep to the right," instead of the left, in passing, as all in streets and highways do here now. A few more miles on again bring us to Coventry, the centre of the cycle making trade, and we look through one of the largest of the several works, call at the office of the leading cycling paper, and start out en route for Stratford-on-Avon.—STAMSON, in *Stamford Advocate*.

E. C. Parker scored two wins at the Nassau Wheelmen's meet.

Violet Lorne says the daughters of the Prince of Wales are accomplished tricyclists.

The Detroit Bicycle Club is making arrangements for a two days' race meet on September 30 and October 1.

At Staten Island, on Labor Day, a two miles handicap was decided with the following result: S. H. Rich, S. I. A. C., 100 yards, 6:30 1-5; E. W. Gould, Jr., S. I. A. C., 150 yards second.

MANY THANKS, BRER BASSETT.—Says the *Bulletin*, commenting on the late Lacy Hillier's tirade against the American cycling press:

"If THE WHEEL should put in evidence a copy of any late issue it would be a most effective answer to Mr. Hillier."

The New York Bicycle Co. are sole N. Y. agents for the New Rapid Bicycle and Quadrant Tricycles. Both these wheels are of sterling merit; the New Rapid being remarkably staunch, and the tricycle an easy runner and a remarkable hill climber. The New York Company also has on hand a large stock of second-hand wheels, in all conditions and at all prices.

Several trials have recently been made on the Queens, L. I., bicycle track, for the gold medals to be given to the men making the fastest quarter and mile times thereon. At present the record stands as follows: Quarter mile, N. F. Waters, Brooklyn, B. C., 45 1/4 s.; one mile, J. A. S. Wieners, 3:32 1-5. Trials may be made on September 10, 14 and 17.

A hill-climbing contest took place on Westerham Hill, England, on August 20. Until recently this hill had been considered insurmountable. It is a significant fact that of the twelve men who rode the hill, the first six were mounted on safeties, the seventh on an ordinary, the eighth on a tricycle, the ninth and tenth on safeties, and the eleventh and twelfth on tricycles.

A NEW CLUB IN JERSEY CITY.—Several young men on Jersey City Heights desire to form a bicycle club and are at a loss for a name. Why not call it the Jersey City Bicycle Club. No better name can be selected for a club than the name of the city in which it is located. This at once localizes it. How many men could locate the Monmouth County Wheelmen, the Union County Wheelmen, yet every wheelmen in the country can tell the location of the New York Club, the Brooklyn Club, the Elizabeth Wheelmen or the San Francisco Bicycle Club. Here's success to the Jersey City Cycle Club!

THE TENNESSEE DIVISION MEET.—The semi-annual Meet of the Tennessee Division, L. A. W., will be held at Memphis on September 13 and 14. The following is the programme of the Meet: First day, officers' meeting, races, banquet, and at night, "general good time." Second day, runs to Raleigh, Prospect Park, Poplar Boulevard and Jackson Mound Park. The rooms of the Memphis Cycle Club and the Amateur Athletic Association will be open to all visitors. The races will consist of ten events, the prizes for which have been donated by the Chickasaw Bicycle Agency and J. N. Mulford. Entries close September 12, with E. H. Wilcox, 134 Jefferson street, Memphis.

Lovers of art should not fail to look on our last page.

Being erroneously informed, we recently stated that the Executive Committee, L. A. W., had discovered that when the expert accountant examined the League's books in January last, the deficiency for 1886 was nearly \$2,000 greater than was reported, because, by an oversight, \$1,900 cash received in 1887 was credited to 1886. From a long report sent us by the expert accountant, and endorsed by Mr. George R. Bidwell, it has been clearly proven that ours was a misstatement, and we desire to retract anything that might be construed with a doubt of the expert accountant's integrity and ability. Those who attended the League meeting in January could not fail to have been thoroughly impressed with that gentleman's thorough grasp of the situation. He discharged his duties admirably, not only in his official capacity, but also as a member of the League, and we regret that any thing has appeared which, wrongly construed, could possibly injure him in the eyes of the public.

FOR SALE AND EXCHANGE.

51-in. Columbia Light Roadster; '85 pattern with '86 improvements. Been run only 500 miles; in fine condition; Butcher Hub Cyclometer. Howard F. Smith, Gloucester, Mass.

FOR SALE.—ALL HIGH GRADE MAKES of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. Box 92, New Jersey.

FOR SALE.—50-in. Expert, full nickeled, good condition, \$83. Apply next Sunday, Ferguson's stable, 53d st, near Sixth ave., between 3 and 5 P. M.

FOR SALE.—Finest assortment second-hand machines in the city. Experts \$60 to \$95, Victors \$80, Columbia Light Roadsters \$100, Stars \$70 to \$110, etc., etc. Also a lot of cheaper wheels, different sizes, in excellent order. Prices never so low as now. It will pay you to call and examine our stock. Complete list out September 1st. Special offers for two weeks only. New York Bicycle Company, 38 Park Place, New York.

56-in. Standard Columbia, ball bearings front, to exchange for a Safety, 54-in. ordinary, or a tricycle. W. B. Dodge, Millville, Mass.

SPECIAL BARGAINS

- No. 1.—36x54 Kangaroo, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
 - No. 2.—56-inch American Club, all nickeled except rims; balls all round; excellent order; cost \$165; \$65.00
 - No. 3.—51-inch Special Star, enameled, w. th nickeled trimming, balls to front, silent ratchets; A. 1. order; cost \$130.00; \$75.00
 - No. 4.—48-inch American Star, enameled, with polished parts; good order; \$85.00
 - No. 5.—52-inch Humber, enameled finish, balls all round, dropped bars; A. 1. order; cost \$135.00; \$75.00
 - No. 6.—54-inch Mail, enameled, balls all round, dropped bars; fine order; cost \$125.00; \$65.00
 - No. 7.—51-inch Hudge Light Roadster, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; \$100.00
 - No. 8.—36-inch Standard Columbia, enameled and polished; A. 1. order; \$85.00
 - No. 9.—52-inch Club, all nickeled except rims, ball bearings; excellent order; cost \$135.00; \$65.00
 - No. 10.—Two-Track Columbia Tricycle, latest pattern, ball pedals; A. 1. order; cost \$165; \$100.00
- On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

HARLEM CYCLE CO.,
124th Street & 7th Avenue, New York City.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffrey Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalogue on application.

**

NEW YORK BOARD OF OFFICERS.

The regular Fall Meeting of the Board will be held at Hotel Fenimore, Cooperstown, on September 23, at 8 P. M.

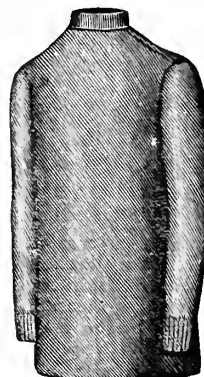
JERSEY-FITTING UNDERWEAR COMPANY.

We Call Special Attention to our

BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,

In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck**, as they are made to fit. These goods are **PATENTED**, and all infringements will be prosecuted to the full extent of the law.



OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedged edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



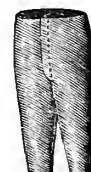
TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY-FITTING KNEE PANTS

Buttoned in front, same as Pantaloons, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY-FITTING TRICYCLE PANTS.

A NEW THING.

These pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



HOLMES & CO., 17 Kingston St., BOSTON, MASS.

We have a fine lot of Second-Hand Wheels

MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

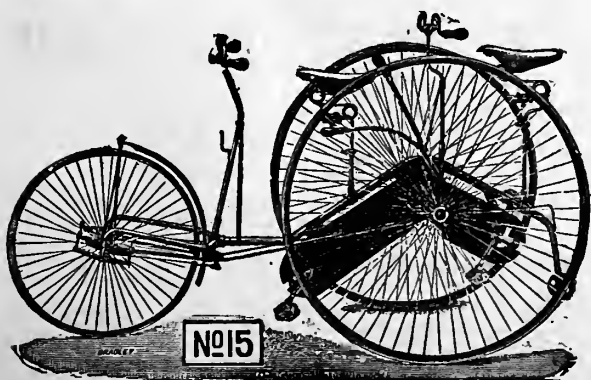
Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapid Bicycles and Quadrant Tricycles.

NEW YORK BICYCLE CO.,

38 Park Place, New York.



MANHATTAN BICYCLE CLUB.

We welcome the youngest bicycle club of New York into existence, the M. B. C., and bespeak for its members that consideration at the hands of other club members which should always be extended to fellow wheelmen.

The club was organized June 16, 1887, and has at present about thirty members, with additions each month. The initiation fee is \$1 per month; dues \$1.25 per quarter. They have been made so low, in order to attract all who may wish to join, and they will be kept so as long as possible. The club belongs to the League, and has adopted the League suit, with the word "Manhattan" on the collar in gold lettering.

The club has held runs each Sunday, all of which were well attended. A recent run to Coney Island attracted thirty men. As yet the club has no habitation, but simply hires a hall for its monthly meetings. Doubtless club rooms will shortly be secured. The Secretary's address is Charles Sheehan, 5 Vanderbilt avenue, N. Y. City. The club will have a run to Coney Island on Sunday next, starting from 6th Street and Fifth Avenue at 8:30 A. M.

MAVERICK WHEEL CLUB'S ROAD RACE.

The M. W. C. held a ten miles road race at Winthrop, Mass., on Labor Day. The start was made at 3:42 o'clock from the corner of Main and Pleasant streets. The course included Pleasant street, and across Washington avenue bridge, Shirley street back to Main street; three laps required to make the distance.

The following members entered: G. E. M. Bigelow, C. Little, M. Frost, F. Moody, C. Wiggin, A. M. Skinner, D. W. Fowler. Frost won in 40m. 28¾s.; Wiggin second, 41m. 30s.; Skinner third, 42m. Little came in fourth and Fowler last. On the second lap both Bigelow and Moody took a couple of headers each, and withdrew from the race.

The longest line of sundries offered in this market is that of the Gormully & Jeffrey Mfg. Co., of Chicago. If you are interested send for their catalogue. **

Four well-known hammock saddles are manufactured by the Gormully & Jeffrey Mfg. Co., of Chicago. Send for their catalogue if you need anything in this line. **

Messrs. Gormully and Jeffery want to place a catalogue of their new wheels and sundries in the hands of all wheelmen and intending wheelmen.

PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 38 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

(s) CHARLES IRVING,
(s) LEWIS M. IRVING,
(s) CHARLES M. IRVING.

State of New York, }
City of New York, } ss.:
County of New York, }

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same.

(s) RICHARD TONE PETTIT,
Notary Public (No. 18),
City and County of New York.

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed. These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,

Successors to KINNEY BROS.

Send 15 cents for sample package.

NEW INDEXED MAP OF THE Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch.

Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

Published by E. C. BRIDGMAN, 84 Warren St., New York.

CUSTOM MADE PANTS, \$3.

Vests to match for \$2.25 Also, FULL SUITS at Popular Prices.

Send 6 cents for samples of Cloths, rules for Self-Measurement, and other particulars showing how we can make to measure, a pair of **The Celebrated Bay State Pants for \$3.**

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.

We also manufacture Bicycle, Base-Ball, Polo, Lawn Tennis, and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

BAY STATE PANTS CO.,
30 Hawley Street, Boston, Mass.

Columbia Bicycle Shoe.

Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.50.

Lightest and Best Shoe in the Market.
POPE M'FG CO., 12 Warren Street, New York.

**E. R. STOCKWELL,**

19 John Street, New York,

MANUFACTURER OF

Bicycle and Athletic Badges
and Medals,

IN SILVER AND GOLD,

At Satisfactory Prices.

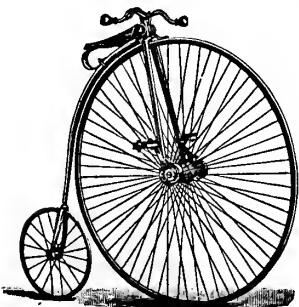
Springfield Roadster \$75.00

SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

SAFE—LOW PRICES—BEST HILL CLIMBER.

SAFEST COASTER MADE.



T. G. CONWAY COMPANY, Limited,

General Agents New York and New Jersey,

No. 20 Warren Street, New York City.

--- HOW TO ---
Buy, Sell or Exchange.
 ADVERTISE IN OUR
For Sale, Exchange,
and Wants Column.

Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

CAN YOU TAKE THE WINK, OLD BOY?
 Keep your wheel in good running order
 Your bearings free from dirt and properly greased.

YALE BRUSH TOOL

ADJUSTS BEARINGS, TIGHTENS SCREWS,
 REMOVES DIRT WITHOUT WASHING.
 Should be in every wheelman's Tool-Box.

Price, post-paid, 75 cents.

A. G. SPALDING & BROS.,
 241 Broadway, New York.
 108 Madison Street, Chicago.

A New Map of the Orange Riding District,
 Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of Macadam roads, with best connecting thoroughfares, for touring. Size 17x22. Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.
 Address R. D. MEAD, Box 77, Newark, N. J.

THE Continental Hotel,
 448 & 454 BROAD STREET,
 OPPOSITE D. L. & W. R. R.
 Newark, N. J.

The largest and finest appointed Hotel in the city, and for many years the acknowledged League Headquarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ
 Connected with the Hotel.
H. C. WHITTY & CO.,
 Proprietors.

EASY PAYMENTS.
 New Rapid, Champion, Star and other Bicycles and Tricycles
 on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.

RADWAY'S READY RELIEF.
 For Bruises, Sun Burns, Bites of Insects, Soreness or Weakness of the Muscles, &c. Quickly cures Cramps in the bowels, Diarrhea, Cholera Morbus, Dysentery, &c.
DR. RADWAY'S PILLS.
 Purely vegetable, mild and reliable. Cures Biliousness, Foul Stomach, Acidity, Constipation, Piles, Chills and Fever, Liver Complaints, Loss of Appetite, Heartburn, Palpitation of the Heart, Flatulence, etc.

WHAT IS SAID OF IT.

ADAMS' TUTTI-FRUTTI CHEWING GUM

EUCHRE CLUBS TRUMP

WHICH WINS?

Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*
 Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.
 This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.
 It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.

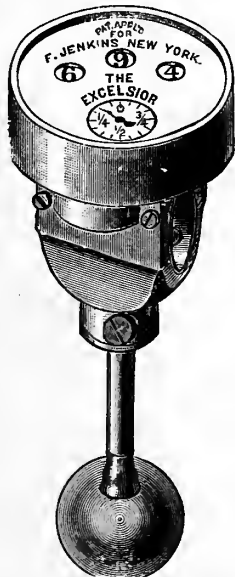
The chewing of the substance of which your Gum is composed excites an abundant flow of saliva. As this is swallowed, it cooperates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.

I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.

R. OGD. DOREMUS, M. D., LL. D.



KIMBALL'S SATIN STRAIGHT CUT CIGARETTES.
 PEOPLE OF REFINED TASTE, WHO DESIRE EXCEPTIONALLY FINE CIGARETTES SHOULD USE ONLY OUR STRAIGHT CUT, PUT UP IN SATIN PACKETS AND BOXES
 OF 10s. 20s. 50s. AND 100s.
 14 First Prize Medals. **WM. S. KIMBALL & CO.**



NOW READY!!!
The New Excelsior Cyclometer!
 PRICE TEN DOLLARS.

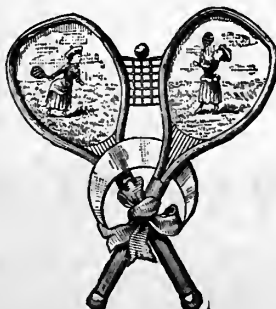
IT REGISTERS 1000 MILES.
IT READS FROM THE SADDLE.
IT IS ACCURATE.

The finest workmanship ever put in a cyclometer. Every part is machine made and guaranteed accurate. Send for circulars.

FREDERICK JENKINS,
 291 West 11th Street,
 NEW YORK.

A limited number of the No. 2 Cyclometers, which register 100 miles, will be sold at \$5.00 each, to close them out.

✽ **MAKER OF FINE JEWELRY.** ✽



HENRY C. HASKELL,
 No. 18 John Street, New York.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
BICYCLE, TENNIS, BOATING, SHOOTING, ATHLETIC CLUBS, &c.,
 BEYOND COMPETITION.

CORRESPONDENCE INVITED.

—STAR—
Bicycles. STAR Tricycles.

—STAR—
H. J. HALL, Jr.,
1170½ Bedford Ave.,
BROOKLYN, N. Y.

Large Assortment of New and Second
Hand Wheels of all Makes.
REPAIRING QUICKLY DONE.

My workmen are skillful, and
can make all

DIFFICULT REPAIRS.

Largest Bicycle dealer and
repairer.

GREAT BARGAINS IN SECOND-HAND WHEELS

Sole Agent for Long Island
for the

"NEW MAIL."

Large stock of Boys' Machines.
Competent teachers, and fine track.

CHAS. SCHWALBACH,

Prospect Park Plaza, Brooklyn.

WHEELMEN'S RENDEZVOUS.

PROSPECT PARK HOTEL,
PROSPECT PARK PLAZA, BROOKLYN.
F. G. SPENCER, Proprietor.

** REFRESHMENTS OF ALL KINDS. **

ASK FOR THE



PERFUMES AND TAKE NO OTHER.
Wenck's Opera Bouquet is the latest.

Pat. March 2, 1885.



Reg. May 1, 1885.

ANDREW GRAFF,

MANUFACTURER OF

SEAMLESS SHOES.

SPECIALTIES:

Running, Walking, Bicycle,
Lawn Tennis, Foot Ball
and Base Ball Shoes.

339 Court Street, Brooklyn, N. Y.

The lightest and strongest Road Bicycle Shoe made;
average weight 10 to 12 oz.

Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a
pair.

All shoes made of the best Black or Russet Kan-
garoo. I am the only manufacturer using genuine
Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.

DEAR SIR—The shoes which you made me are very
satisfactory and are without doubt the best I have ever
seen or used.
Yours very truly,

A. B. RICH.

For practice, SEAMLESS CANVAS RUNNING
SHOE, Light, Strong and Cheap, to order \$3 and \$3.50
Send for Catalogue and Price List.

JACKSON & CO.

HATTERS,

59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

WHEELMEN,

WOULD YOU LIKE TO SMOKE A REALLY GOOD

Five Cent Cigar?

THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.

Sporting Goods.

AGENCY FOR A. J. REACH & CO.'S

CELEBRATED

Base Ball, Gymnasium, Bicycle, Athletic and all kinds of Sporting Goods.

ROBERTSON'S ELECTRIC COMPOUND

Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.

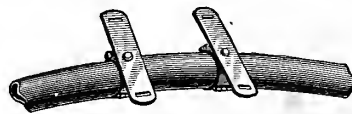
W. H. ROBERTSON,

296 Broadway, New York.

HOWARD A. SMITH & CO.,

Cycling Sundries.

Hose Supporters,
Lighting Oil,
Standard Tire Cement,
Star Step,
Newark Lantern Hanger,
Knit Jersey Suits.



Tire Tape,
Lubricating Oil,
Star Foot Rest,
Luggage Carriers (any wheel),
Caps.
Club Uniforms made to
order.

In fact anything and everything in the Cycling line. SEND FOR CATALOGUE.

HOWARD A. SMITH & CO.,

Oraton Hall, Newark, N. J.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,
33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always
obtain the same,

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New
York, at the following prices:

Gents' Collars, 20c.	6 for	-	-	-	-	\$1.10—\$2.00 Doz.
" Cuffs, 40c.	6 "	-	-	-	-	2.20—4.00 "
Ladies' Collars, 15c.	6 "	-	-	-	-	.85—1.50 "
" Cuffs, 30c.	6 "	-	-	-	-	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars
and cuffs that would be an improvement on linen. It is accomplished
at last. Zylonite collars and cuffs are superseding linen, because they
are better and will last for months, and will always look clean.



BARGAINS ! BARGAINS !

Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for NEW MAILS.

Needing the room for our Fall Gun Trade we have marked down these Wheels to close them off at once!

48-inch Rudge Light Roadster (<i>good as new</i>),	\$55	54-inch Standard Columbia,	- - - \$35
50-inch Victor Light Roadster,	- - - 65	54-inch Victor,	- - - 60
50-inch Expert Columbia Roadster,	- - - 65	54-inch New Mail,	- - - 85
50-inch Harvard (perfect and good),	- - - 35	55-inch Royal Mail,	- - - 55
50-inch Royal Mail (good as new),	- - - 55	55-inch New Mail,	- - - 75
51-inch Royal Mail,	- - - 60	56-inch Rapid (really new),	- - - 85
52-inch Sanspareil (bargain),	- - - 40	56-inch Challenge,	- - - 50
52-inch Victor,	- - - 65	58-inch Rudge Light Roadster,	- - - 65
52-inch Standard Columbia,	- - - 30	58-inch Cornell,	- - - 50
52-inch Royal Mail,	- - - 65	48-inch Star, Silent Ratchet,	- - - 60
53-inch Columbia Light Roadster,	- - - 60	48-inch New Mail,	- - - 85
54-inch Challenge,	- - - 40	56-inch New Mail,	- - - 75
54-inch Expert Columbia,	- - - 60	54-inch Royal Mail Racer (<i>New</i>),	- - - 50
54-inch Premier,	- - - 30		

Above are a part of our second-hand stock, but will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up!!

SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others!!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

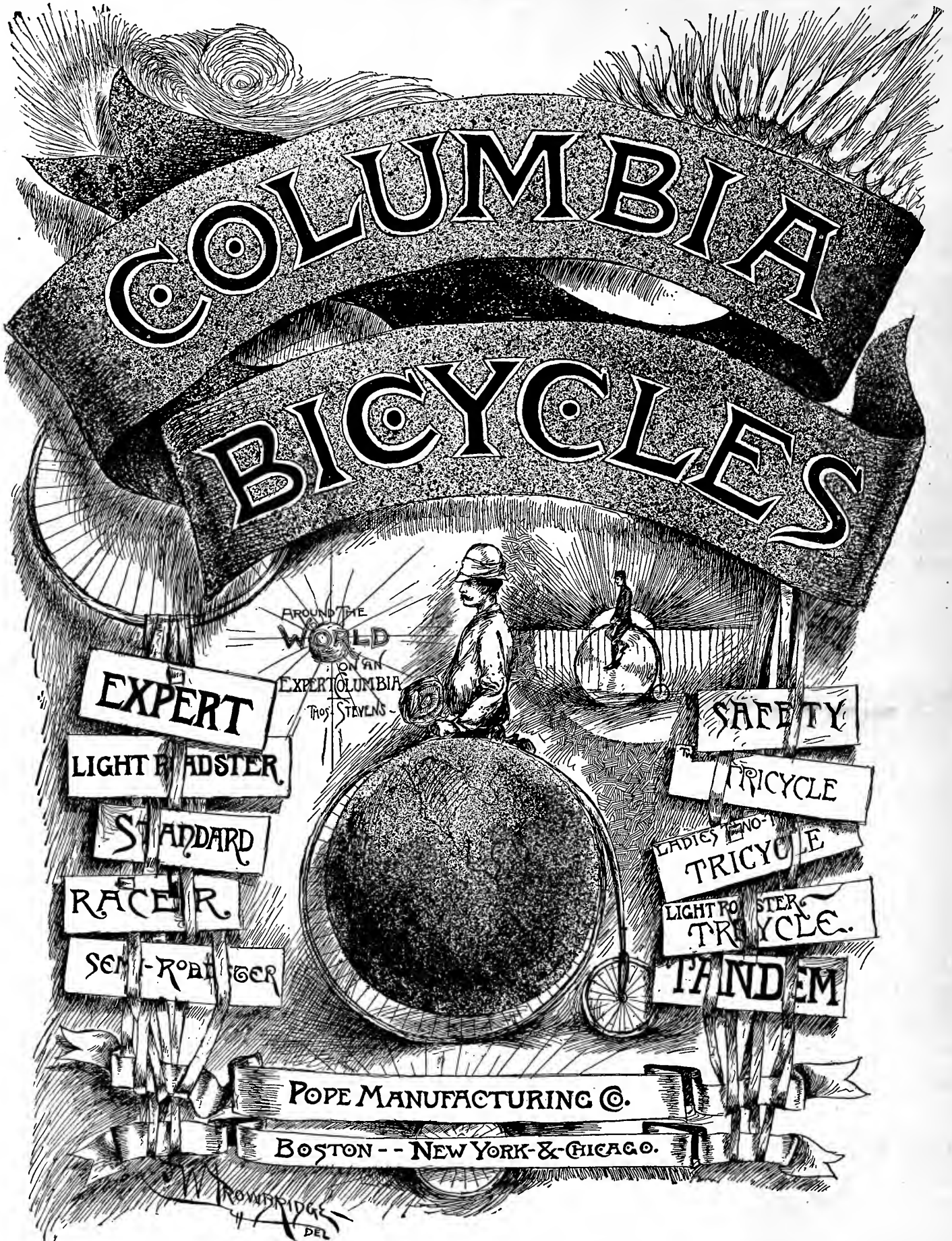
New Mail, with Trigwell Ball Head and Perfection Backbone,

will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,

107 Washington Street, - - BOSTON.



L LEWELLYN H. JOHNSON HAS IN STOCK

A FULL LINE OF 1887 BEESTON HUMBERS!

Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

Call or send for Catalogue

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Established 1880.

23 Park Row, N. Y.

AND RECREATION.

Vol. XII.—No. 25.]

NEW YORK, SEPTEMBER 16, 1887.

[WHOLE NUMBER, 311.]

HA! HA! Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.

GORMULLY & JEFFERY MFG. Co., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nickeled Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Rudge's, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly,

GEO. W. ROUSE & SON.

HORNELLSVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,

W. B. KERNAN.

BUFFALO, July 14, 1887.

MESSRS GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given seri. us trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

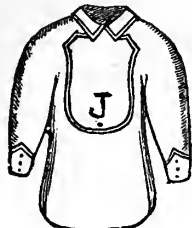
Yours Truly,

JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed, send for our Catalog.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.,

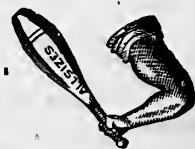
N. B.—We also manufacture a complete line of Sundries, embracing Oils, Enamels, Lamps, Bells, Shoes, Jersey Breeches and four celebrated Hammock Saddles.



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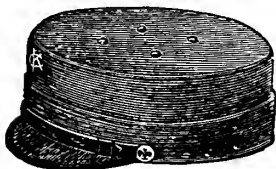
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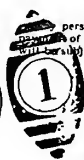
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Lawn Tennis
MEDALS
MADE FROM
STRICTLY
Original Designs
AND AT
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illus-
trated catalogue and price list.

THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.
" " 1-mile Open.
" " 2-mile Open.
" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR WON
FIVE FIRSTS: { 1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

MANHATTAN WHEEL EXCHANGE.

Second-hand Wheels Sold on Commission.

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CAN YOU BEAT THESE PRICES?

OUR LIST, Sept. 14, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$45.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$100.
- No. 50.—52 in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
- No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
- No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
- No. 66.—42-in. Ideal. Prime cond. Price \$30.
- No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
- No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.
- No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$65.
- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 76.—46-in. Stand. Col. Price \$30.
- No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.
- No. 80.—55-in. Columbia L. R. Good cond. Price \$95.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
- No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cow-horn bars. Balls all over. Prime cond. Price \$103.
- No. 85.—54-in. Stand. Col. Enamel. Balls to front wheel. Price \$60.
- No. 86.—51-in. Rudge L. R. Enam. with nickel trimmings. Cowhorn bars. T handles. Butcher hub cycl. Rat-trap pedals. Price \$78.
- No. 88.—Am. Safety. Prime cond. Lamp. Price \$56.
- No. 89.—52-in. Stand. Col. Enam. Lamp and bell. Price \$68.
- No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.
- No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.
- No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.
- No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$110.
- No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.

No. 95.—3-track Victor tricycle. Good cond. Price \$80.

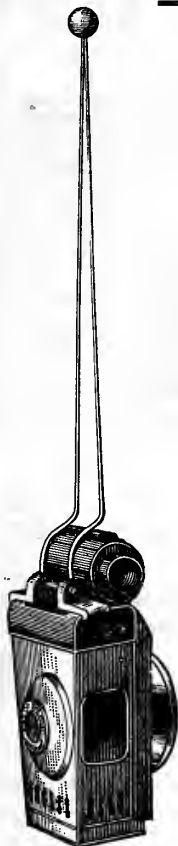
This Week's Bargains.

- No. 96.—56-in. Expt. Col. '86. Nickel with enamel wheels. But little ridden. Balls all over. Cowhorn bars. Price \$80.
- No. 97.—36-in. Kangaroo. Good, and Price \$50.
- No. 98.—52 Premier. Enam. Balls to both wheels. Cowhorn bars. Not ridden 150 miles. Price \$60.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

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A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES

OF ITS USE.

- It secures a steady light upon the track.
- It prevents lamp from going out on rough roads.
- It prevents spilling of oil from the cup.
- It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.

Ask your dealer for it, or send name of your lamp to

C. H. KOYL,
1406 New York Avenue,
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who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

FOR SALE, EXCHANGE, WANTS.

FOR SALE.—A Rudge Crescent Tricycle in perfect order, only been ridden about 50 miles, \$125; also a 52-in. New Rapid Bicycle, 1887 pattern, full enameled, in perfect order except finish, \$100; cost \$157.50. W. H. DeGraaf, 47 & 49 W. 14th st.

FOR SALE.—Second-hand Star, Victor and Yale machines, at grand bargains. Send for descriptive price list. Address E. H. Corson, Rochester, N. H.

FOR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickeled, all ball bearings, good as new, \$85 cash. Box 87 Brooklyn.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimme, Richfield Spa, N. Y.

I 52-in. half-nickeled Expert, cowhorn bar, ball pedals, like new, only \$75. W. I. Wilhelm, Reading, Pa.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

EUREKA HOME TRAINER and Bicycle Stand, adjustable, well made; improved; will keep muscles and cycle in good condition through the winter; price \$7.50. M. A. Woodbury, Bradford, Pa.

FOR SALE.—Star, 45-in. Special, ball bearings to both wheels, hollow frames; perfectly new; cost \$132.50. Address A. B., P. O. Box 444, New York City.

FOR SALE.—1 52-in. Sparkbrook Special Bicycle; King of I. R. lamp; \$90. 1 Crripper Running Tricycle, 36-in., first wheel 28; geared to 60-in.; \$100. Address No. 167 E. 75th st., bet. 3d and Lexington aves., New York City.

BARGAINS.

Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickeled. "2" All nickeled except rims. "3" Wheels enameled, balance nickeled. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
46	55	Rudge L't Roadster,	156.50	75.00	4	1	4
51	52	American Rudge,	112.50	65.00	4	1	4
57	56	American Club,	150.00	75.00	4	2	2
71	54	Columbia Expert,	127.50	75.00	Hfr.Nkl.	2	4
80	44	"Facile,"	130.00	70.00	4	1	5
90	52	Royal Mail,	137.50	80.00	3	1	4
95	55	Spalding Semi Racer,	140.00	50.00	4	1	4
96	55	"Racer,"	140.00	50.00	4	1	4
117	51	Special Star,	160.00	90.00	4	2	2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	
125	42	Special Star,	120.00	75.00	4	2	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	"	120.00	75.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	85.00	1	1	1
142	51	Col. 2-track Tricycle,	165.00	110.00	4	2	1
146	56	Columbia Expert,	132.50	80.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154	46	Col. 2-track Tricycle,	165.00	105.00	4	2	1
157	46	Standard Columbia,	85.00	40.00	5	3	4
158	48	"American Star,"	90.00	45.00	5	4	4
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179	50	Sp'kb'k Crripper Tri.	180.00	110.00	4	2	2
180	50	"Hbr. Tandem,	260.00	220.00	4	2	1
184	50	British Challenge,	120.00	50.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
198	52	American Club	160.00	70.00	2	2	5
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
209	50	Columbia Safety	140.00	100.00	4	1	1
211	50	Sanspareil	130.00	75.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
222	52	Col. Tri. (2-track)	165.00	110.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	65.00	4	1	2
234	52	Rudge,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
240	52	Col. Tricycle 2-track,	165.00	100.00	4	1	2
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
249	52	Columbia Expert,	127.50	60.00	4	1	4
250	52	Columbia Expert,	127.50	90.00	3	1	1
252	56	British Challenge,	150.00	70.00	1	1	5
253	48	Special Star,	145.00	105.00	4	1	1
254	50	Special Sanspl.,	127.50	60.00	1	1	2

CORRESPONDENCE SOLICITED.

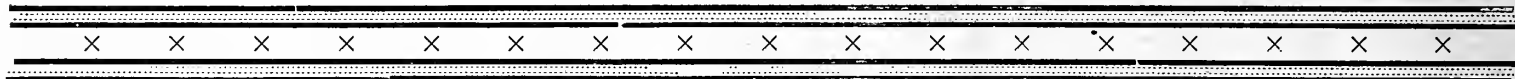
NEW YORK BICYCLE COMPANY,

38 Park Place, New York.

CONSIDER

THESE POINTS BEFORE BUYING A

Bi CYCLE Tri



THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'fg Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—*a sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile *on the road* in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.



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F. P. PRIAL, Editor and Publisher,
23 Park Row,

P. O. Box 444. New York.

EDITORIAL.

Mr. E. J. Shriver, of the New York Club, has sent out a circular letter to every wheelmen in the State in the interests of the United Labor Party's canvass, in which Mr. Shriver is actively exerting himself. Each letter is accompanied by a copy of the *Standard*, in which Henry George gives ample editorial statement of his convictions on the Land question. While the subject is utterly remote for cycling, yet are wheelmen supposed to have some interests in politics and particularly in the politics of Henry George, who interested himself in favor of the "Liberty bill." There can be no doubt in the mind of any thinking man that the adjudication of the Labor-Capital controversy is the question of the day. Year after year, the natural opportunities to competency are rapidly disappearing, until, at the present time, the probability of any ambitious young man, born in humble circumstances, elevating himself above a burdensome and joyless state of mediocrity is very slight indeed. And on the other hand, push, pluck and perseverance no longer avail in the same degree in aiding along the avenues to wealth, so ill requited are these qualities. It may be that the George system of taxation will equalize the chances of capital and labor; at any rate, they promise a grand possibility, and are worthy the attention of every man interested in the condition of his countrymen.

From the *Cyclist* we catch the idea of penning a line of warning to cyclists to beware of colds, to which they are more than unusually subject at this time of the year. Though the days are quite warm, the evenings are dangerously chilly. A tired, damp human frame, insufficiently clad, is easily affected, and the resultant cold or chill is liable to develop into a serious disorder. For the remainder of the season, all riders likely to be out in the late evening should carry a sweater or a thick jersey.

The idea of forming a local bowling league, which Mr. F. L. Bingham advocates in another column, is a commendable one. During the riding season, wheelmen do very little to develop the upper parts of the body; indeed, the unusual amount of leg-work is apt to cause deterioration in the muscles of the trunk and arms. A season of bowling would not only equalize matters, but would produce unmeasurable amusement and fraternal feeling among our local clubmen.

We think it not unlikely that our suggestion that a cinder or narrow path along the extreme edges of the Brooklyn-Coney Island Boulevard would be a boon to Brooklyn wheelmen, may bear fruit next season. There are two roads parallel to the Central Boulevard, and it is likely that an effort will be made to induce the Park Commissioners to build a narrow smooth path along the extreme edges of these. The advantage would be that the wheelmen would be entirely isolated from horses, and accident to neither class would be possible.

Rowe did not go to England last Saturday, as many of the papers announced he would. Although his passage was engaged, the trip was delayed by Rowe for personal reasons. Rowe was tried very highly last week, and stopped the watches under 2:25. This we have on good authority. We are also credibly informed that Rowe will positively leave for England in the very near future. He will endeavor to get on some match races with Howell, and they will doubtless attract enormous crowds. If Furnwall, who is now undergoing a thorough preparation on the path, shows a better pace than his 2:30 of last year, which is extremely probable, we hope he may be permitted to compete with Howell, and run for a bona fide world's championship.

Several of the correspondents of our contemporaries have taken unto themselves editorial privileges, and are varying this budget of news with views on the road racing question. The majority oppose our esteemed friend, Mr. Luscomb; one of them even refers to him with italicized sarcasm, as a later-day attorney, which must make him feel very sad. Mr. Luscomb's position on road-racing cannot be assailed. Against his personal inclination he resigned from the Road Racing Association as a matter of duty. His position may be best explained by the following editorial for the *A. W. Bulletin* of September 9th:

"The League cannot well encourage road-racing, for if this were done, the practice would grow to such proportions that the civil authorities would have to step in and put a stop to it, and we should find ourselves in a very embarrassing position. This kind of racing is clearly in defiance of law, but the law provides a remedy and can be trusted to correct the thing when it becomes an abuse. Meantime, the League should have nothing to do with it, and to our minds those who, by their official positions, stand as representatives of the League under certain conditions should not actively engage in road racing, lest their motives be misunderstood and their position be mistaken."

THE CALL FOR HELP.

After much consideration, the Chief Consul of New York State, in pursuance with a motion passed at a late Board Meeting, has decided to appeal for financial aid to the members of the Division. The publication of the Road Book and the passage of the Liberty bill have put the Division in a bad way financially, so that there is not enough money to pay for the last named work. No other Division has ever attempted so much within so short a time; indeed, the Road Book is of itself a creditable achievement, but when coupled with the Liberty bill the year's work may be pointed to with pardonable pride.

The members of the Division have received value and they should show a willingness to pay for the same. The Road Book is worth more to each member than the amount of money the Division receives from him, and the opening of the parks and highways of the State, and the protection of the Liberty bill affords wheelmen, is simply invaluable. Each member should feel that he is personally interested, and should not only contribute, but induce others to do likewise.

We would urge upon every L. A. W. member in the city to subscribe at once. The money was expended for practical work, and those who continually cry that the League does nothing should now step forward and support its successful attempt to do something. Subscriptions should be sent to George R. Bidwell, 313 West 53th St., New York. The following gentlemen have subscribed to date.

Since publishing our first list of subscribers to the fund, \$200 has been received, making a grand total of \$281.50. The New York Club sets a brilliant example by contributing \$100, which was raised among its members. There are nearly 500 League members in New York City alone, yet the amount subscribed averages but little over fifty cents each. Every man should give at least a dollar. The State Division has done practical work; has spent money to secure your rights and comforts. It is ready to do still greater things, but must receive practical endorsement of the work it has accomplished before it makes a move on the road question. The clubs should take the matter in hand and drum up their members to a sense of their duty. The list of new subscribers is as follows:

New York Bicycle Club.....	\$100.00
H. P. Porter.....	10.00
Thomas A. Raisbeck.....	10.00
E. Mason.....	10.00
W. H. McCormack.....	5.00

T. C. Smith.....	5.00
Knight L. Clapp.....	5.00
George O. Beach.....	5.00
George T. Wilson.....	5.00
Thomas Hobbs.....	5.00
G. M. Huss.....	5.00
E. S. Renjamin.....	5.00
W. B. Krug.....	5.00
A. B. Jennings.....	2.00
Charles L. Andrews.....	2.00
H. C. Jones.....	2.00
H. Y. Wemple.....	2.00
C. M. Benedict.....	2.00
E. Birdsall.....	2.00
E. P. Mowton.....	1.00
E. C. Locke.....	1.00
F. M. Wade.....	1.00
H. W. Pagan.....	1.00
Frank Lord.....	1.00
L. A. W. 8366.....	1.00
F. P. Cooke.....	1.00
F. Lauterbach.....	1.00
E. E. Scoville.....	1.00
C. Brooks.....	1.00
G. E. Taylor.....	1.00
Milton Oppenheimer.....	1.00
C. W. Babcock.....	1.00

Total.....\$200.00
81.50

Grand total.....\$281.50

NOTES FROM KINGS COUNTY.

The all-absorbing topic of conversation in Brooklyn at present is the K. C. W.'s annual lantern parade, which takes place Thursday evening, Sept. 29. All of the clubs and unattached men of the city and vicinity have received a cordial invitation to be present, and a large attendance is assured. Several new and attractive features will be introduced on this occasion. Japanese lanterns will be furnished to all who attend, and these, with hub lanterns, colored lights, etc., will make quite an imposing spectacle.

The Street Cleaning Department has been prevailed upon not to wet the streets on the evening in question, and, as the avenue is now in fine shape, it can be ridden in perfect safety. The line will be formed on Bedford Avenue, right resting on Atlantic. Route will extend on Bedford Avenue, from Atlantic to the Fountain. After the parade, an entertainment will be provided at the K. C. W. rooms, and will consist of a musical and athletic programme, well suited to the wants of the cycling public.

The K. C. W.'s now wear service stripes—a silver stripe on sleeve, running from seam to seam, for three years' service, and a gold stripe for five years. This idea was suggested by Captain Bridgman, and adopted at their last meeting.

Central Park, Fort Schuyler, New Rochelle and the surrounding country welcomed fifteen of the Kings County men last Sunday. All report having had an enjoyable time. Mr. Valentine, whose summer home is in that section, acted as guide for the party, and Captain Smith, of the Citizens, showed them the beauties of Central Park and Harlem, for which the boys feel indebted.

T. J. Hall, Jr., rode over 2,100 miles from May 1 to Sept. 1, and will soon be presented with the 2,000 mile record medal, the first one given by the Kings County wheelmen.

President Loucks is spending his vacation in the vicinity of Boston. K. C. W.

MINNEAPOLIS NOTES.

As we have been favored with rainy weather for the past week, an almost unprecedented thing for this dry climate, riding has been at a discount, and the Exposition Building presents the only activity in wheel matters to be found. All the firms dealing in wheels are well represented, and vie with one another in making attractive exhibits. On the second floor is Heath & Kimball, with a full line of Champions and Columbias, in all styles of finish, besides a fine display of Douglas boats and steam launches. A neat fence to protect the exhibits is made of tennis nets and baseball bats and fishing rods. They also show the Hammond type-writer, and keep two assistants busy displaying their good qualities. Near by, Grant Bell displays several Stars, ranging from a 35-lb. racer to the full roadster, and samples of the New Rapid wheel. On the third floor, Fredk. A. Leland (formerly Leland & Waring) makes a very neat display of all classes of sporting goods, showing the

fitness of costumes by four mannikins, clad in tennis, baseball, hunting and tobogganing suits. He displays the Victor in both light and full roadsters, and the Safety and Tricycle. J. R. Stockdale has charge of this exhibit, and is always ready to testify regarding the Victor's good points.

I should have mentioned before that Stevens' wheel is expected this week, and will be an additional object of interest to all wheelmen. The management of the Exposition will soon announce a "Wheelmen's Day," and the State L. A. W. meet will be appointed for that day, to wind up with a grand lantern parade in the evening. There is no track fit for use nearer than Hamline, where the State Fair is yearly held, but we may be able to give them another road race, and so keep matters lively, though visiting wheelmen will find enough to take up their time pretty fully for one day, without much racing. Nothing further has yet been done about the consolation of the Minneapolis Club with the Mercury, though the latter has signified its willingness to talk the matter over with the former whenever they are ready to do so. I am afraid there is hardly enough harmony of feeling between the two clubs to allow of their being joined together and getting on amicably, but I certainly think one live club better than two half-dead ones, and the large membership of the Minneapolis Club would be a decided gain to the State's L. A. W. membership, entitling it to another representative. The unauthorized action of a special policeman, from the rural districts in compelling a wheelman to dismount during the illumination of Nicollet Avenue while the wheelman was quietly riding up the avenue, among other vehicles, and attending strictly to his own business, has called down a storm on his unlucky head, and the *Globe* of Sunday prints a long letter from some one posted on the duties of policemen, in which this stupid member of the force is sharply pulled over the coals. It's certainly bad enough to be forbidden the use of any walks in muddy times, without being at the beck and call of any member of the force that may so far feel his own importance as to imagine he owns this part of the earth. Rev. A. D. Graham, whose wanderings a-wheel in London and Paris I have mentioned before, has safely arrived at home again, and was given an enthusiastic reception by members of his parish last evening. When I meet him again I may glean some details of his trip that will interest those of us who cannot wander so far a-field.

Why is it that one always feels the strongest desire to go out and cover miles of road just when the roads are too muddy to let even a horse-car progress with any comfort? Not having any satisfactory reply, I'll ask no further conundrums till my next. L. B. G.

WHEELMEN'S DAY IN MINNESOTA.

Chief Consul Heath of Minnesota has issued this circular notice:

"To the Minnesota Division, L. A. W.:

"I hereby appoint September 15, as the day of the fifth annual meet of the division, Minneapolis the place, and the Mercury and Minneapolis clubs as entertainers. I extend a hearty invitation to our Dakota brethren to be present and participate in the parade, road-races, runs, etc.

"Trusting the members of the division will make it a point to be present at the meeting for the election of officers, etc."

At one o'clock on the day named division members will meet at the West Hotel to elect officers for the coming year. In the evening there will be an illuminated lantern parade, in which all wheelmen in this or neighboring states and territories are invited to participate.

A prize will be given the rider having the most artistic display and the best decorated wheel.

Friday, the day following, there will be road races at Lake Harriet in which any amateur in Minnesota and Dakota will be allowed to compete on payment of an entrance fee of fifty cents.

A meeting of the Mercury and Minneapolis clubs was held Saturday evening, the 10th, to make necessary arrangements. The following races, five in number, have been suggested:

Half-mile State championship, one mile State championship, two miles, three miles, five mile Northwestern Championship, and a five mile special race, open to Star riders only. L. B. G.

Whittaker has given up track racing to prepare for the Boston-Chicago road race, so that a race between he and Rowe is improbable.

CYCLING IN MONTREAL.

VISITING WHEELMEN.

On Sunday morning last, September 10, there arrived in town three gentlemen with their wheels. They were Messrs. J. Jacobsen, Detroit Bicycle Club; R. E. C. Wheeler, Williamsport, Pa., Bicycle Club; and C. Wagner, Williamsport Bicycle Club. Mr. Louis Rubenstein took the visitors in hand and showed them the sights of the city. Then they wheeled around the Mountain Park, Little Mountain, out to Lachine and back by Lower Lachine road. The roads were in fine condition, and they were highly delighted with their trip. Mr. Jacobsen leaves for Quebec to-morrow morning. From the Ancient Capital he will go to Cocouna and return, a distance of 262 miles. Messrs. Wagner and Wheeler leave for Highgate Springs, from whence they will wheel through Vermont.

E. P. BAIRD WINS A ROAD RACE.

The last of the series of road races took place from the M. A. A. A. gymnasium to Valois, on Saturday afternoon, September 10. Distance 15½ miles. The wheelmen were blessed with perfect weather, roads were in good condition and nothing was wanting to make the event a success, and so it proved. Sentinels were stationed on MacKay hill and Blue Bonnet hill, the latter on account of the railroad crossing and to warn wheelmen in case of any danger. Mr. E. P. Baird, who won the race, demonstrated that he is one of the best road racers in the country, his time lowering previous record over same road by 3½ minutes. Unfortunately J. H. Robertson met with an accident while passing through Lachine, the little wheel coming off. This was the more unfortunate as he was riding almost neck and neck with Baird at the time, and if Baird had had Robertson behind to push him the distance, would probably have been covered within the hour and the special cup would have found an owner. There was a hard fight for third place between Barlow and Lane, as within 100 feet of the boat house they both were even, but going down the last little hill Barlow went to the front and stayed there, taking third place. H. Mackenzie would probably have taken a better place, but as he has just returned from his holidays, he was not in the best of trim for a long race, but for a first year man he made a remarkably good showing.

Handicap.	Time Arrival.	Actual Time.	
E. P. Baird.....	Scratch.	5.29	1.02.00
C. O. Palmer.....	.8 min.	5.30.20	1.11.20
E. W. Barlow....	.6½ min.	5.31.30	1.11.00
A. T. Lane.....	.7 min.	5.31.33	1.11.33
H. Mackenzie....	.6½ min.	5.32.00	1.11.30
B. Pallock.....	.5 min.	5.33.12	1.11.12
F. D. Scott.....	.2 min.	5.34.00	1.08.30

The starter was Lionel J. Smith; timekeepers at finish, J. T. Barlow and Louis Rubenstein.

Previous to the race about a dozen members of the M. B. C. rode out to Valois under command of Capt. Joyce, where they took part in the festivities at the opening of the new boat house and enjoyed themselves immensely, as well as contributing considerably to the enjoyment of everybody else who was there.

The result of the series is that Barlow takes first prize. In the first race Barlow won, getting 7 points; in the second race he came in seventh and only made one point; on Saturday he came in third and made 5 points, or a total in all of 13 points. E. P. Baird was second in the first race, making 6 points; in the second he did not finish and got no points, and in the last he took first place, equal to 7 points, a total of 13, Baird and Barlow thus tying, but under the rules governing these races in case of a tie, standing in previous races counts, and so Barlow takes first. There are also three competitors with 11 points each, and these the handicappers will deal with in the same way.

NEW ORLEANS NOTES.

We're counting the days to the races now. Only seven days more and if it don't rain they'll all be over. The entries are coming in rapidly and there will be some twenty-five men entered, making about 55 starters in eleven races. The mile handicap alone will have 14 or 15 starters, the Louisiana Cycling Club's championship will be contested for by seven of its members, the N. O. B. C.'s will have four, with all the others in proportion. In

the State Championship is centred the greatest interest. Alford, Guillotte, Guedry, Hill, Hughes and Rea will start, and as they represent all of Louisiana's speediest riders and are all in such fine form, a grand contest is expected. It is anybody's race. No man can be placed with the very slightest degree of certainty, and it would be safe to give odds on any of them.

The N. O. B. Club's team, as finally selected, consisted of C. B. Guillotte, A. M. Hill, George E. Guedry, B. C. Rea, and H. W. Fairfax; with one exception as strong a team as can be gotten together in these parts. The Cycling Club's five are A. A. Rushman, J. W. Dodge, E. L. Alford, N. H. Moody, and R. G. Betts. Alford is a good man, but the others are virtually novices. This club had hoped to put forward a strong team, but fate was against them; two fast men on whom they were counting failed them, and, owing to the death of his mother, their best man is out of racing for this time at least. Alford is the Shreveport's entry, but has joined the club and will ride in the team. Strength and speed vs. pluck and luck is about the way this race stands. The officers of the meet will be as follows: Harry H. Hodgson, referee; E. C. Fenner, George Baquie, W. W. Crane, judges; E. W. Hunter, L. E. Tyler, M. S. Patton, timers; Edwin A. Shields, starter; C. M. Fairchild, clerk; Geo. G. Mugnier, C. Kells, Jr., J. C. O'Reardon, umpires.

The sympathy of the boys goes out to C. T. Mitchell of the Louisiana Cycling Club in his recent bereavement in the death of his mother. His club loses the services of a valuable racing man, and expressions of regret and disappointment are heard on all sides, as great things were expected of Mitchell in the coming races.

The N. O. B. C. will probably hold a ladies' reception at their club rooms on the night of the races, 15th inst. This club vacates their present quarters on October 1 for a specially fitted house on Baronne street. Five new members were elected to the club at its last meeting, and it is whispered that a great change in its officers at the annual meeting next month will cause the club to boom as it has never boomed before.

That lively youngster, the Louisiana Cycling Club, not to be outdone, also elected five members at its last meeting and club quarters and incorporation are now being talked of. The following were the only members to turn in their mileage for the month of August. H. H. Hodgson (tricycle) 266, C. M. Fairchild 609, R. G. Betts 717, a total of 1,592 miles for three men. Not very bad showing.

A. E. Oliveari of the Cycling Club has gone done and did it. He has married a wife and sold his wheel, and is now only a plain, street car riding citizen. Br.

THE HARTFORD RACE MEET.

The most curious feature of the Hartford Wheel Club's race meet, held at Charter Oak Park on Wednesday, September 7th, was that there was a gathering of seven thousand people. This has been a very poor year, financially, for race meets, and the Charter Oak success speaks well, not only for the Hartford Wheel Club, but for the Connecticut Club, whose yearly meets were so nicely run that the people of Hartford and the surrounding towns had come to look forward to them. It is estimated that there were 7,000 people present, but whatever the exact number was, there was a healthy overflow, and anybody who has seen the Charter Oak grand and open stands, can imagine what that means.

In the morning it rained and the tournament projectors were disgusted. Before noon, however, old Sol showed his face and they smiled. Shortly after noon, the crowd commenced to arrive on the shuttle trains from Hartford—for the track is some miles south of the city. Special trains from Meriden, New Britain and other towns drew up in front of the gates and deposited crowds.

At two o'clock Weed's band attacked the concert programme. At three the first race was started. By this time the grounds were comfortably crowded. The track had been so badly cut up during the trotting meet the week previous, that its smooth surface was superficial, and softened by the rain, which fell twice during the afternoon, it cut up badly, and put fast times out of the question.

The officers of the meeting were: Referee, George H. Burt, Connecticut Bicycle Club. Judges, A. H. Overman, Springfield; H. D. Corey, Massachusetts Bicycle Club, Boston; F. E. Belden, Connecticut Bicycle Club. Timers, C. T. Stuart, C. G. Huntington, K. O. Davis. Starter,

T. A. Tracy, Chief Consul of Connecticut. Clerk of course, Henry Goodman.

ONE MILE NOVICES.

- H. C. Backus, New Haven.....3:07
- H. C. Stevenson, Hartford.....3:10
- L. H. Hills, Hartford.....3
- H. Snow, Burnside.....4
- G. A. Thomas, Holyoke.....5

Thomas led to the quarter in 45, while Backus, who was last, spurred to the half in 1.27. On the last half he was never headed and won easily.

ONE MILE CLUB HANDICAP.

- L. Forster, 75 yards.....2:55
- F. L. Dameny, 120 yards.....2
- D. P. Williams, 70 yards.....3
- Geo. C. Dusser, scratch.....4

This race was a contest between Foster and Dameny. Dresser was never in it, and made the full mile in but 3.10, slowing up on the last quarter.

ONE MILE STATE CHAMPIONSHIP.

- H. S. Hart, New Britain.....2:52 1/4
- L. A. Miller, Meriden.....2:52 1/2
- E. A. De Blois, Hartford.....0
- W. S. Harding, Hartford.....0
- H. H. Stockder, Meriden.....0
- H. Arnold, New Britain.....0

This event excited a great deal of enthusiasm among the people of the cities which were represented. At the three-quarters the men spurred for the tape, Hart getting there by a few inches, De Blois third by a tire's breadth.

ONE MILE PROFESSIONAL HANDICAP.

- W. A. Rowe, scratch...41 1/4, 1 25 1/2, 2.13 1/4, 2.50
- H. G. Crocker, 40 yards.....2:50 1/2
- S. P. Hollingsworth, 12 5 yards.....3
- R. A. Neilson, 35 yards.....0

Won easily by Rowe; Crocker several lengths behind.

ONE MILE AMATEUR SCRATCH.

- W. E. Crist, Washington.....3:17 1/4
- W. W. Windle, Worcester.....3:18
- J. F. Midgley.....3
- A. B. Rich, New York.....0
- T. W. Roberts, Poughkeepsie.....0

Crist took the lead at the start and lead all the way. On the homestretch, Crist, Windle and Midgley had a fine spurt, Windle being second by two lengths and Midgley third by a length. The last quarter was 37 1/4, remarkably fast for the track.

ONE MILE, THREE MINUTE CLASS.

- Arnold, New Britain.....2:58
- H. H. Stockder, Meriden.....2:58 1/2
- W. Haradon, Springfield.....3
- L. J. Kolb, Philadelphia.....4

Kolb led to the quarter, but fell back for Stockder, who passed the half in the fast time of 1:20. On the homestretch, Arnold came up on the outside with a sustained spurt and won as above.

FIVE MILE AMATEUR LAP RACE.

- W. E. Crist, Washington.....18 points
- A. B. Rich, New York.....4
- L. A. Miller, Meriden.....4
- H. J. Hall, Jr., Brooklyn.....0
- P. J. Berlo, Boston.....0
- E. A. DeBlois, Hartford.....0

Crist won every lap, with Miller and Rich a tie for second place; Hall, DeBlois, Berlo and Rich did not finish. Time 19.07

ONE MILE PROFESSIONAL CHAMPIONSHIP.

- W. A. Rowe.....2:50
- H. G. Crocker.....2
- R. A. Neilson.....3

A special purse of \$50 had been offered Rowe to beat record, but owing to the condition of the track he did not even try. Rowe won handily by two lengths; Neilson, third by ten lengths.

ONE MILE AMATEUR HANDICAP.

- Wm. Harding, 70 yards.....2:48 1/2
- L. Forster, 120 yards.....2:49 1/2
- T. L. Moore, Naugatuck, 135 yards.....3
- H. J. Hall, Jr., Brooklyn, 35 yards.....4

Eighteen men started, with Hart and Crist at scratch. The scratch men made a rush to the half, but being unable to get near the long start men dropped out.

ONE MILE TEAM RACE.

- Hartford Club.....1st.
- East Hartford Club.....2d.

Hartford Club team: Harding, DeBlois and Dresser, the men finishing in that order: 3:04. East Hartford team: Richmond, Brasch and Horton, finishing in the order named.

ONE MILE CONSOLATION.

- Haradon.....3:06 1/4
- Midgley.....2
- Kolb.....3
- Dorn.....4
- Hall.....5

RACES AT CRAWFORDSVILLE, IND.

Several wheel contests were decided in connection with the Fair on September 9 and 10. Summary of events, September 9:

- ONE MILE, THREE MINUTE CLASS.—A. W. Taylor, 3:22 1/4; H. Wilhite, 2; J. Davis 3; Ed. Crane, 2.
- HALF MILE OPEN.—Ed. Hulman, 1:35; L. Lee, 2; S. Hollingsworth, 3; Ed Crane, 4; J. Alfrey, 5.
- TWO MILES LAP RACE.—Ed. Hulman, 7:12; J. Davis, 2; J. Alfrey, 3, Samuel Hollingsworth, 0.

SUMMARY OF EVENTS, SEPTEMBER 9:

- ONE MILE OPEN.—Ed. Hulman, 3:35; L. Lee, two.
- TWO MILES HANDICAP.—Ed. Hulman, scratch, 6:57; Hubert Wilhite, 60 yards; two.
- ONE MILE CONSOLATION.—Josh Zimmerman, 3:25.

BINGHAMTON BICYCLE CLUB MEET.

The Fifth annual race meet of the Binghamton Bicycle Club will be held at Riverside Park, Thursday, September 22.

The Binghamton Club has an enviable record for the hospitality it has always extended to visiting wheelmen, and this year will be no exception. The track is five laps to the mile, and will be put in shape for fast time. The programme includes a parade at 11 A. M., an entertainment in the evening at the Binghamton Opera House, and the race meet, the events of which are as follows:

1 mile novices, 1/2 mile scratch, 2 miles N. Y. State Championship, 2 miles 6.45 class, 1 mile lap race, 1 mile club, 3 miles handicap and 1 mile consolation. Among the prizes are gold medals, diamond scarf pin, gold sleeve buttons.

Entries close September 20, and close with F. J. Bayless, Binghamton, N. Y. The League headquarters will be the Hotel Bennett.

RECORD BREAKING IN ENGLAND.

DUBOIS RIDES 21 MILES, 498 YARDS IN THE HOUR.

On August 24, at Coventry, Jules Dubois, the French professional, rode a time trial, in which he equalled the English professional record at two miles, and surpassed all English records from three miles to twenty-five. Summary:

MLS.	TIME.		PREVIOUS RECORD.	
	H. M. S.	H. M. S.	H. M. S.	H. M. S.
1	0 2 40	0 2 35 1/2	0 2 35 1/2	0 2 35 1/2
2	0 5 27	0 5 27	0 5 27	0 5 27
3	0 8 10 1/2	0 8 20	0 8 20	0 8 20
4	0 11 8	0 11 10	0 11 10	0 11 10
5	0 13 59 1/2	0 13 56	0 13 56	0 13 56
6	0 16 48	0 16 56 1/2	0 16 56 1/2	0 16 56 1/2
7	0 19 43	0 19 46 1/2	0 19 46 1/2	0 19 46 1/2
8	0 22 30 1/2	0 22 39	0 22 39	0 22 39
9	0 25 19 1/2	0 25 32 1/2	0 25 32 1/2	0 25 32 1/2
10	0 28 5	0 28 26 1/2	0 28 26 1/2	0 28 26 1/2
11	0 30 55	0 32 1	0 32 1	0 32 1
12	0 33 41	0 35 7	0 35 7	0 35 7
13	0 36 32 1/2	0 38 6	0 38 6	0 38 6
14	0 39 24 1/2	0 41 9	0 41 9	0 41 9
15	0 42 20	0 42 1	0 42 1	0 42 1
16	0 45 10	0 47 10	0 47 10	0 47 10
17	0 48 3 1/2	0 50 6	0 50 6	0 50 6
18	0 50 52	0 52 56	0 52 56	0 52 56
19	0 53 40	0 55 47	0 55 47	0 55 47
20	0 56 28	0 58 34	0 58 34	0 58 34
21	0 59 15 1/2	1 0 15 1/4	1 0 15 1/4	1 0 15 1/4
22	1 2 1			
23	1 4 58			
24	1 7 48			
25	1 10 34 1/2	1 12 13 1/2	1 12 13 1/2	1 12 13 1/2

Total distance in one hour, 21 miles 498 yards. Previous record, 20 miles 1,481 yards—Woodside. Rowe's record at five miles is 13:23 4-5; at ten, 27:07 1-5; at twenty, 54:25 2-5.

TWO MILES PROFESSIONAL RECORD.

At Coventry, on August 25, Dubois rode two miles in 5:25, beating his own and Howell's record by two seconds. Time for first mile, 2:42 2-5.

At the same place, on same day, P. Medinger ran against Howell's mile record of 2:35 1-5, but was unable to do better than 2:39 2-5.

ONE MILE TANDEM RECORD.

At the Coventry sports, held August 27, Messrs. Allard and Oxborrow, English professionals, made an attempt to beat the mile tandem tricycle record—2:38 4-5—recently made by Kiderlen and Turner

at Long Eaton. They succeeded by 1 2-5 seconds. Times: 1/4, 39 1/4; 1/2, 1:17; 3/4, 1:57; 1 mile, 2:37 2-5. This pair afterwards rode a flying quarter in 35 3-5.

WHY ROWE DOES NOT BREAK RECORDS.

Editor of THE WHEEL:

SIR:—In the current edition of your valuable journal, you make some allusion of a particularly suggestive character to the riding of Rowe at Lynn, some few days ago, and point out the fact (which no one will dispute) that he was capable of much better time than 5:43 for two miles. Now I am sure that with your well-known reputation as a cycling editor for fairness and courtesy, you will continue your allusions to the races in question, and glean for the public a little information from the suggestions such allusions may be productive of.

To aid you in this "laudable ambition" let me assist. Rowe started in the two miles as in the other pro races at Lynn, to ride against two members of his own (the Columbia) team with an outsider of decidedly mediocre ability as a rider, thrown in at limit. Rowe knew just what his men could do, down to ten yards, and they in turn knew who was behind them;—he rode to win—as he always does—not to attempt record making, for which the day—the condition of the track—and the arrangements were not suited. Now the most critical of Rowe's "candid friends," must admit that with the conditions as they there obtained Rowe did not stay far from the correct line of his duty as a professional cyclist; rather should they point to the non-existence of competitors in the races in question, who might be employed by other manufacturers, and thus be possessed of an incentive to force Rowe to his faster pace. The team of which Rowe is senior member, we find entered in all professional races where reasonable inducements are offered; and I might without straying far from the line of fairness, "assist" you to the suggestion that other corporations save the one represented by Rowe on the path, might assist in inducing the rider in question to travel fast enough to please even his opponents.

Another suggestion which I would like to "assist" with, is that whenever an inducement is made, Rowe has ever been willing to "pop in a hot mile;" but to ask, as many do, that possibly the fastest rider in the world should start out to do times, which one year ago would have been viewed as impossible, for such prizes as were offered in a certain place this season, is to impose on the good nature of even our genial champion.

Perhaps this assistance to suggestion will be prolific.

Yours faithfully,
A. KENNEDY-CHILD.

AN EXTRAORDINARY BICYCLE.

YOU CAN SWIM RIVERS WITH IT, AND RIDE OVER FENCES, AND PERHAPS HOUSES.

[Special Cable Dispatch to the New York World.]

LONDON, Sept. 9.—A number of gentlemen interested in the adaptation of cycles to military purposes assembled at Hanwell yesterday afternoon to witness some trials and experiments with a bicycle which has been constructed by Wilkins & Co., of Holborn Viaduct. The bicycle, which in its general outward appearance resembles the machine of the familiar safety type, was put through a series of most extraordinary tests, with results which greatly astonished and amused the on-lookers.

Starting from the centre of the town, a man rode the machine over half a mile or so of road to the bank of the River Brent, where, dismounting, he proceeded to blow into a couple of small bags attached to the handles. The inflation occupied about a minute, and then the rider, having thrown his bicycle into the water, dived after it, swam across and landed on the other side. He then rode over three or four miles of very rough and varied country, including ploughed fields and swampy meadows, and having recrossed the river, regained Hanwell by some very rough lanes, lifting his machine over closed gates. Altogether he covered a distance of about five miles, and his time was little more than forty-one minutes. Subsequently, a few well-known cyclists who were among the visitors tried the machine, and rode over the most uneven ground, up and down short and sharp hills, and over bricks and other obstructions in a manner that greatly surprised the military men and others who were present.

WHEEL GOSSIP.

H. W. Gaskell has arrived on "the other side."

It took Hartford to run a successful tournament.

A large club in Manchester, England, uses nothing but Roon-type safeties.

Dr. Gilfillan, L. I. W., has been appointed representative of New York State.

The Outing Cyclists, of Kansas City will hold a tournament at Athletic Park late in September.

Rumor hath it that one or two agencies will be opened next Spring near Central Park, Fifth ave. side.

Karl Kron has discovered a new route to the Oranges, of which L. A. W., No. 2,449 kindly furnishes us the details.

Mr. E. R. Stockwell, 19 John street, New York, will forward designs and prices for bicycle meet trophies upon inquiry.

Mr. C. R. Zacharias, formerly of Messrs. Zacharias & Smith, of Newark, N. J., is manager of the Birmingham, Ala., *Daily Herald*.

We have heard that the supervisors of the Irvington-Milburn road will not allow a contest to be held on the famous course this fall.

Joseph Pennell is doing the pedestrian act in Scotland. He writes that the roads are fine, that walking is dull and he sighs for a wheel.

The *Sun* of Tuesday last published a half column interview with Mr. George W. Nellis, who had just arrived in New York from his trip across the continent.

It is rumored that there will be a general cut in the price of wheels next year. It is also on the cards that the Pope Mfg. Co. will put a cheaper machine on the market.

The L. A. W. Re-organization Committee will hold a meeting at the Grand Union Hotel, New York, on October 17, on the same date as the L. A. W. Board of officers' meeting.

Woodside and Temple both scored wins at North Shields on August 22. Temple won the two miles professional race in 5:45, and Woody beat Battersby in a mile match race; time, 2:45.

"Reformer" writes to know why wheelmen don't have proverbs, and as a starter he sends: "It's a long hill has no top," to which we may be permitted to add: "A wheel in the hand is worth two in the factory."

The South End Wheelmen, of Philadelphia, will move from Hicks street to 1,126 Dickinson street, a more desirable location in every respect. The large increase in membership made this change of base necessary.

Messrs. J. Van Harding and R. A. Burgess, of the Rutherford Wheelmen, left on Saturday for a wheel to Boston. Messrs. Dean and Ivison, of the same club, left Rutherford on Tuesday, also bound for the Hub.

An English rider named John Farish recently fell from his bicycle and fractured his skull while riding down a steep hill. Fatal cycling accidents are so very rare, that the chronicling of them should exert a beneficial effect.

A team road race was held on the Kingston road, Ontario, on Saturday, September 3d. The Toronto Wanderers won, Fred Foster finishing first. The time for the fifty miles, three hours and seventeen seconds, seems suspiciously fast.

TWO MILES AMATEUR BICYCLE RECORD.—At Crystal Palace, on August 25. F. J. Osmond beat Webber's two mile record, viz., 5:30 4-5. Times: one-quarter, 39 2-5, one-half, 1:17 3-5; three-quarter, 1:58 2-5; one mile, 2:39 4-5; two miles, 5:22 1-5.

A NOBLE EXAMPLE.—At a special meeting, the people of Framingham, Mass., voted to expend \$10,000 for a new road from Framingham to Saxonville. Chief Consul Hayes should instruct the local consul to see that the road is built of the most rideable material.

Maltby and Aginton, the trick riders, have lately arrived in England. They at once challenged any trick rider to a contest, for from £50 to £500. Only novelists and professional cycle riders can handle money with such recklessness. Temple has accepted their challenge.

According to Senator Morgan, George W.

Waller, the old-time rider and introducer of long distance contests, sets a brilliant example for his brother professionals. On the proceeds of his races, he bought real estate, and to-day is an extensive house owner in Newcastle, England.

The Championship Games take place to-morrow, Saturday, afternoon, at the Manhattan Grounds, 86th street and 8th Ave, New York. The events are sure to be well contested, especially the mile and a half bicycle race for the championship of America, which has attracted some very fast men.

The Queens L. I. track is now credited with a mile record of 3.19½, made September 10, by G. E. Todd, Brooklyn Bicycle Club. N. F. Walters, of the same club, has ridden a quarter in 47 seconds. Unless either of these records are beaten by Saturday next, these gentlemen will receive the medals for the best records at these distances.

The Pope M'fg Co. will probably manufacture a Rover-type rear-driving safety next year. Unlike the other so-called safeties with which the market was deluged some two years ago, the Rover-type has probably come to stay, as those who have ridden this form of machine have much to say of its good qualities.

A cable dispatch to the New York *World* describes "an extraordinary bicycle," which cannot only be ridden cross country, but can be towed, or ridden—the cable does not tell us which—across streams. While we cannot as yet see to what various uses such a bicycle could be put, except to be used in messenger or military services, we anxiously await details.

The Long Island Wheelmen's new house is nearing completion. The club will give up its temporary quarters October 1st. The new house will probably be "warmed" about October 15. The house is finely furnished and decorated, and unattach wheelmen must be callous to all that is delightful in club life to resist the charms of membership in the L. I. W.

The Vermont Wheel Club will hold a tournament at Brattleboro, Vt., on September 20. Event, ½ mile L. A. W. State championship; 3 mile club championship, 2 miles handicap; 5 miles State championship; 1 mile open; 3 miles lap; 1 mile, local championship; 1 mile consolation. Entrance fee, 50 cents for each event; close September 19, with Leslie Scott, Brattleboro, Vt.

The experiment to introduce tricycles into the Austrian Postal service has been unsuccessful. The first machines were as heavy as gun-carriages, and the postmen were used up before half their routes were covered; the second set of wheels were light and fragile and in constant need of repairs. It is an amusing fact that the postmen were about to urge their claims to higher pay, on the ground that they were hungry all the time.

The Rutherford Wheelmen, of Rutherford, N. J., celebrated Labor Day with a lantern parade in the evening, which attracted a large crowd. The parade was the first of its kind ever held in Rutherford, and it attracted much attention. The wheels of R. A. Burgess, E. W. Dean, Jr., and A. P. Jackson were elaborately decorated. The parade was commanded by Captain Hill, assisted by Lieutenants Dean and Ivison. In the evening the club house was thronged with visitors.

The Orange Wanderers' resignation from the Team Road Racing Association will probably be withdrawn at their next meeting. Personally, the members recognize the fact that Road Racing is illegal, but they claim that having assisted at the formation of the R. R. A., it is their duty to remain in the organization; also that it is time to withdraw should the disbandment of the Association seem desirable in view of any public feeling against road racing that may develop.

A NOVEL PRIZE.—The Vermont Wheel Club is entitled to a laurel wreath for its originality; it makes a new departure, which promises to inaugurate a complete change in the prizes given at race meets. To the winner of its one mile consolation race, it will give a \$1,000 Travellers' Insurance Policy; whether it will pay the yearly assessments or not, is not stated. Another original up-country club recently presented a bottle of mineral water as a first prize. We will shortly learn of clubs giving away nice cemetery lots, second hand tombstones, and other what-not.

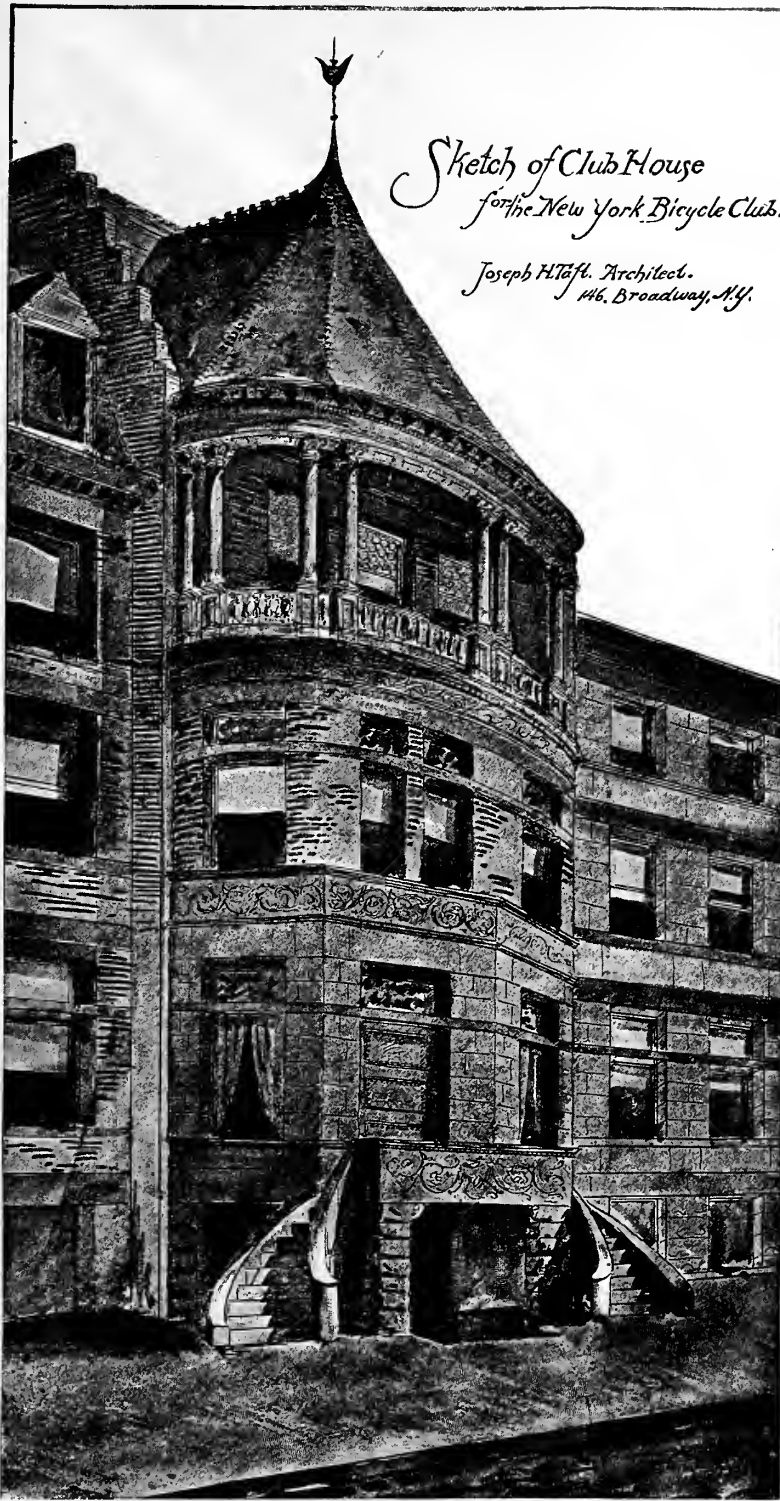
The semi-annual meeting of the local Inter-Club Road Racing Association, was held at the New

York Metal Exchange on Saturday last. The resignation of Mr. Luscomb, as Vice-President of the Association, and the resignation of the Long Island Wheelmen were accepted. The Orange Wanderers' resignation was not acted upon, as it is believed it will be withdrawn. The representatives of the various clubs spoke enthusiastically on the subject of road racing, and the Election Day contest will no doubt excite as much interest and enthusiasm as any of the previous races.

THE POUGHKEEPSIE RACE MEET.—The following events will be decided at the Hudson River Driving Park, Poughkeepsie, N. Y., on October 1st: One mile, novice, gold medal; silver medal. One mile, open, diamond scarf pin; gentleman's traveling bag. One mile, 3:20 class, gentleman's traveling case; jointed lance-wood fish rod. Two mile, amateur handicap, Winchester repeating rifle; silver-handled silk umbrella. One mile, club championship, first prize, gold medal; second, silver medal. Half-mile dash, open, Auburndale timer; Colt's revolver. Two miles, Dutchess county championship, gold medal; bicycle shoes. Five mile lap, open, elegant gold watch; opera glasses. Two miles, team race, open to clubs from Yonkers, Newburgh, Fishkill, Matteawan, Kingston, Hudson and Poughkeepsie—three men from each club—points to count.—Prize, fine engraving for club-room. One mile consolation, gold cuff buttons; silver-head cane. Entries close September 26, with Frank J. Schwartz, Secretary. Entrance fee, 50 cents for each event.

We have chosen our home for the Summer in this place at the Cooper House; and for the excellence of its appointments and the generous and painstaking management of its culinary department, cannot be excelled by any hotel west of New York City. It is a sufficient attraction in itself. Here is to be met a wealthy and conservative class of people who come for genuine and quiet enjoyment. The grounds are spacious, forming a beautiful landscape which surrounds the hotel on all sides. They are kept in the best condition and furnish a real paradise for children and tennis players. The sanitary conditions of the house and the surrounding grounds and buildings are simply perfect, with an abundance of pure water at all points. Malaria, hay fever, and mosquitoes are unknown here. Visitors who bring their own horses and vehicles with them will find stabling accommodations of the best kind on the Cooper House grounds. Visitors can secure livery service of the best kind at reasonable charges. The roads are unusually good, and wind about the hills and through some of the most charming scenery to be found in this country. The thermometer ranges from 60 degrees to 80 degrees during the Summer months.—*Home Journal*.

LONDON TO PARIS.—I should advise F. G. Cooper to go from Dieppe to Paris by Gisors, and come back by Rouen. He will there see a number of interesting places. From Dieppe to Neufchatel, through St. Vaast, 22 miles; splendid scenery and roads perfect. Neufchatel to Gournay, through Forges-les-Eaux twenty-three miles (undulated), thence to Gisors, fifteen miles. From Gisors to Pontoise, to avoid the *pave*, he must leave the main road, and go through Trie-Chateau, Chaumont-en-Vexin, Loconville, Nenville, Monneville, Marines, and Montgeroult to Pontoise, twenty-nine miles. All the Vexin province is most curious and interesting. From Pontoise to La Patte d'oie-d'Herblais, Bezons, Conrtevoise, and Paris, fifteen miles; in all, one hundred and four miles. From Paris to Dieppe, by Rouen: Courtevoise, Bezons, Maisons, through the Foret de St. Germaine to Poissy, fourteen miles. La Maladrerie, Ecqueville, Epone, and Mantes, sixteen miles. This is the best route to Mantes to avoid the *pave* Rosny, Rolleboise, nice hill up, then down to Bonnières, Yenfosse, to Petit Val, most picturesque, Vernon, fourteen miles. St. Pierre d'Autils, Le Goulet; a steep ascent, then a splendid run down to Gaillon, nine miles. Unrideable hill out of Gaillon, then down the Cote Ste. Barbe (to be ridden with care, as there is a few yards of *pave* at the bottom); thence through Hendeboville, Le Vandreuil and Lery, to Point-de-l'Arche. Grand view before reaching Pont-de-l'Arche, fifteen miles; thence to Igoville, St. Adrien, St. Ouen, and Rouen, eleven miles (spent a few hours at Rouen); thence to Maromme, Bondeville, Malaunay (long, steep ascent), Le Boulay, Valmartin, and Totes, eighteen miles. Here see the Hotel du Cygne, and pass on to Biville-la-Baignarde, Omonville, Sancqueville, La Cote St. Aubin, and Dippe, eighteen miles; in all, one hundred and fifteen miles.—*Bicycling News*.



*Sketch of Club House
for the New York Bicycle Club.*

*Joseph H. Taft, Architect.
146, Broadway, N.Y.*

THE NEW YORK BICYCLE CLUB.

We present this week a cut of the architect's design and plans for the new house of the New York BICYCLE CLUB, to be erected near the entrance of Riverside Drive.

This latest of cycling club houses marks not only still a further step in the growth of the sport in this city, but also a distinctly new era in the life of this "Ancient and Honorable" club.

The history of the New York Club is coincident almost with that of cycling in America. Nearly eight years ago, C. Kirk Munroe, C. S. McCulloh, Kingman N. Putnam, S. D. Smith, Downing Vaux and Wm. Whitlock, adjourned from a dinner of the New York Canoe Club, of which they were all members, to try, at the American Institute Rink, the new steed, to which all were strangers except Captain Munroe. The enthusiasm born of the first attempt, had its fruit on December 18, 1879, in the organization of the New York Bicycle Club, the beginning of cycling club life in the metropolis. Since then the club has quietly and unostentatiously pursued its way, meeting all the early discouragements, suffering some tribulations; but

with a good healthy vitality, outliving many of its younger competitors, and always free from the bickerings that so often wreck promising organizations.

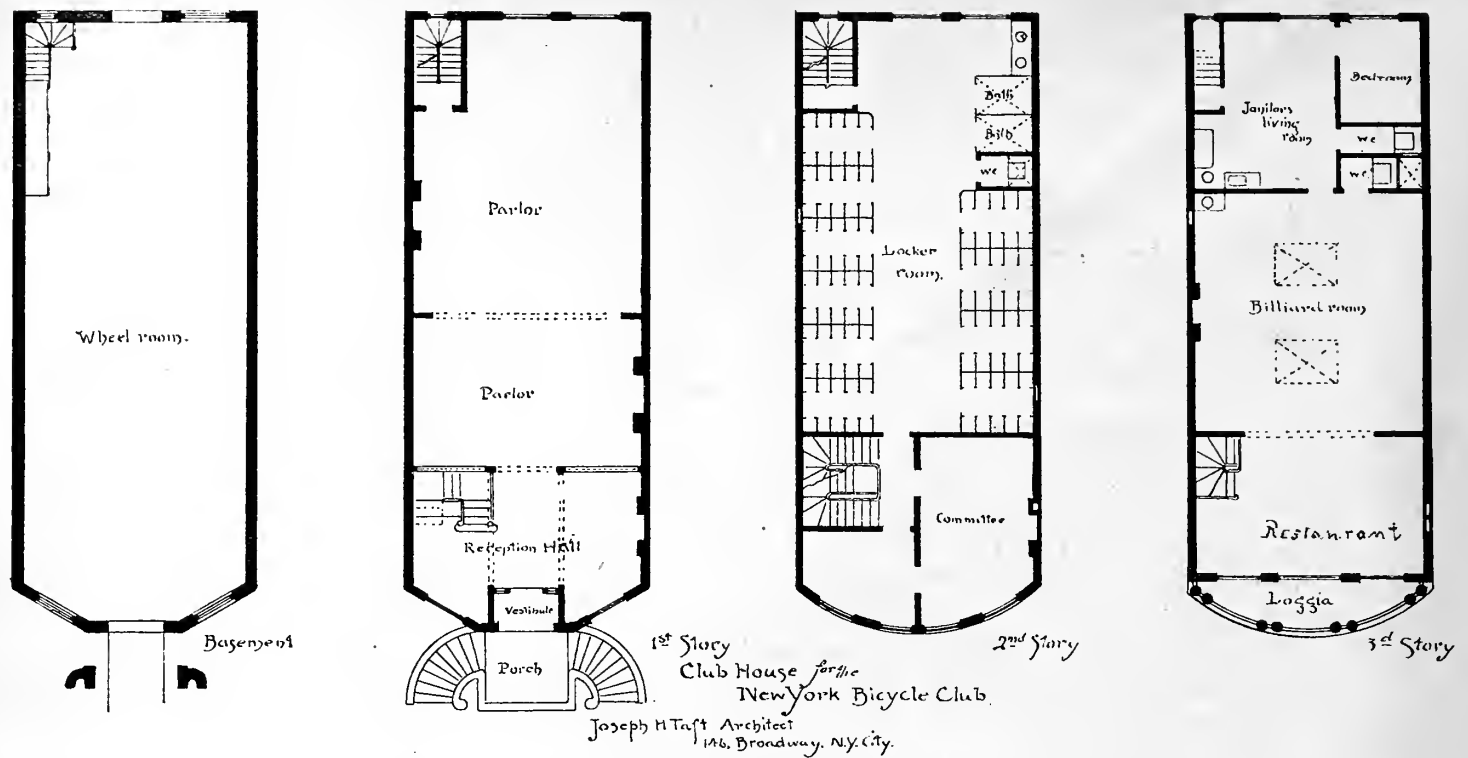
So free from anything like internal dissensions have the New Yorks been, that in the seven years which ended last December, only four members had occupied the presiding officer's chair, three had served as Secretary and three as Treasurer. With the rank and file, things were somewhat different. Messrs. Munroe and Putnam are still in the honorary list, but none of the other aboriginals can be found on the rolls. The early lists show such names as Pyne, Turnure, Crosby, Pryor, Garretson, de Rham, Watson, Chauncey and Wright; names prominent in New York in other ways, but lost to the cycling world. Their disappearance reminds the veteran rider of the great boom of '79, '80 and '81; which was followed by as sudden a reaction, that seemed to foretell the gradual dying away of all interest. Men then said that cycling was only a passing fancy, and outsiders even now hardly realize that a healthier growth has brought it up again to a commanding position in the outdoor life of America.

The duties of the pioneer fell early on the New York Club, and from that day to this they have always been ready to take the van to promote the interests of the wheel. They were hardly out of their swaddling clothes before they had presented their first petition to the Park Commissioners, the beginning of the war that has just been carried to a triumphant close by Chief Consul Bidwell. The hostility seemed to have died out when the New Yorks and Ixions joined hands last autumn for a fresh assault, an assault that reawakened the fighting spirit; and which finally resulted in the union of the two clubs, growing directly out of their friendly alliance a year ago. It was the New Yorks too, who joined the Harlem Wheelmen to organize the Alphabetical Association; although the only racing interest they had ever owned was the somewhat nominal membership of A. B. Rich. But of all the initiatory steps the one with most far-reaching results was when they resolved on March 1, 1880, to invite all the clubs in America to meet at Newport for the purpose of forming a National Association; a resolution that had for its outcome the League of American Wheelmen. In recognition of that service, New York still stands first to-day on the roll of League Clubs, and has always been represented in the councils of the League; although never among the highest offices except when Capt. Munroe was Commander, and later when K. N. Putnam served as Corresponding Secretary.

Still another step to the front was made when the club, chiefly at the advice of ex-Secretary Adams, led the way in 1883 from the old plaza at Fifth Avenue (round which all the clubs had up to that time, clustered with a desperate conservatism) and established themselves on the West Side; an example which the rest were not slow to follow. Now, after long deliberation, another radical move has been decided upon—this time to the beautiful and growing vicinity of the Riverside drives. And when they go, it will be to a home worthy of its surroundings. Of the beauty of the new house, our cut speaks for itself, and bears eloquent testimony to the taste of the architect, Mr. Joseph H. Taft, a member of the Brooklyn Bicycle Club, and architect also of the Long Island Wheelmen's house. Having built the handsomest bicycle club house in Brooklyn, he has appropriately been chosen to design what will probably be for a long time the leading club house in New York.

The material to be used is red sandstone for the basement and first floor and a special rough brick for the second and third floors; a most effective combination and thoroughly in harmony with the style of architecture prevailing in the neighborhood. The house is to be twenty-five front and sixty-four feet deep, the large wheel room having this full space clear and accommodation for 150 wheels; while, in case of necessity, a one-story extension can be made the entire depth of the lot, thirty-six feet further, thus bringing up the storage room to a capacity of 250 wheels. The entrance will be by an easy runway, which will open under the front stoop; the latter being approached by a stair curved up from either side to a wide landing, protected by a heavy stone balustrade. From this the door opens on a vestibule, the entrance to the main hall, 25x15, with a small reception room, curtained off only by a portiere; while nearly opposite the entrance is a winding oak stairway, which is carried on up to the top floor. At the back of the house is a smaller stairway, running from the top of the house to the basement, and affording passage for the janitor, and also for members when *en dishabille* or when carrying tools or oil which might soil the parlors.

Behind the main hall, from which it is divided by a wooden screen is a general sitting and smoking room, the central charm of which is to be the great fireplace; and beyond this again the large parlor or meeting room. Between these two rooms a light partition will take the place of a solid wall, formed probably of a great oak beam sprung across at about six feet from the floor, supporting a heavy portiere, the space above which will be filled in with lattice work. The second floor is mainly devoted to lockers and baths with as generous allowance of space as the wheelroom, but at first part of this will be used for a small gymnastic apparatus of pulley-weights, home-trainers, etc. The two rooms at the front are to be either used as committee rooms or rented to members for sleeping rooms, as may be found most desirable. The division of the top floor into janitor's quarters, billiard room and restaurant, can be plainly seen in the plan. The last named will be a special feature of the club, the attraction of which it is hardly neces-



sary to dilate upon. The various improvements in baths are now being studied by the committee in charge, with the object of combining in these, as elsewhere throughout the house, the maximum of convenience with simplicity. Another improvement which has been suggested since the plans were adopted, and which will probably be incorporated during construction, is a drying room for the clothes of members after riding.

The enterprise which we have thus sketched became a necessity when the combination with the Ixion Bicycle Club was agreed upon. This was effected during the Spring of this year, not by a formal consolidation, but by the election to membership of the Ixions in a body; for the sake of retaining unbroken the precedence of the New York Club, the only thing which would have induced the Ixions to abandon their own honorable record as an organization. Founded on March 1, 1882, by Messrs. F. A. Egan, P. M. Harris, B. G. Sanford, M. G. Peoli and F. D. Howard—all of whom still remain on the rolls, except Mr. Howard, whose sad death will be remembered by many of our readers,—the Ixion Club had a successful career of five years, begun in the historic quarters of 791 Fifth avenue, but the last half spent on the west side of the Park. In their first year they established an annual road race, which has been maintained with unvarying success; the course being fifteen miles between Yonkers and New York, and the race run on Election Day. In 1885 a fifty-mile club championship was run on Decoration Day to Tarrytown and back, and repeated in 1886 on the Orange roads. On the path, as on the road, the Ixion colors often have carried to victory such men as P. M. Harris, R. G. Rood, F. S. Ray, W. R. Pitman, E. S. Robinson, F. J. Thayer and F. D. Howard. The Ixions were the first American club to join the C. T. C. (from which they recently retired as a club) and claim to be the only club which since January 1, 1883, has always "ridden the old year out and the new year in." In curious contrast to their racing and general hard road-riding reputation, they have been also famous for their social receptions.

But in spite of so good a record, they admitted the seniority of the New York; and when it was decided to join forces, consented to merge their individuality into that of the older club. Otherwise the union was an equal one. Each club contributed about the same number of members; the New York furnished a certain amount of gray hair and baldness, with an average of something like thirty years, and the Ixion a fresh supply of young blood.

Both clubs were in a healthy state, financially and otherwise; but the future had to be considered as well as the present. Now the membership roll stands at nearly one hundred, and while the new house can be comparatively maintained by this

number, it is designed to accommodate 250, a figure which the leading metropolitan club should certainly reach.

One of the conditions of the "combine" was that the uniform, which had just been selected by the Ixions, should be adopted. This was accordingly done, and the members, while left at perfect liberty to select their own suits, if they so prefer, have the privilege to clothe themselves as handsomely, and withal, as quietly as any club in America, without going out of the club specification. The cloth for coat and breeches is a gray covert goods (an ideal color, and wearing like iron), with plain black horn or rubber buttons; the cap of the same cloth, with dropped visor, of the shape generally known as "the Boston cap," but really invented by the New York Club years ago, whose selection was approved by the subsequent action of innumerable other clubs in that imitation which is the sincerest flattery. The shirt is a special design, according tastefully with the cloth, the stockings of the usual gray, and the club design worn on the cap, the peculiar form of winged wheel which, with the black and red colors, has been borne by the New York Club from its foundation.

Until the new house is finished—probably about January 1st—the club will retain both the house at 302 West 58th st., and that occupied by the Ixions at 351 West 59th st.; the official headquarters being on 58th st., while the social home may be said to center at the other house, where the billiard table remains, and members are more apt to congregate. The annual dues are \$25, payable quarterly (\$6 a year for non-resident members), which includes League dues, but as there is not much wheelroom left in either of the present houses, such new members as cannot be accommodated for the present are to be admitted on payment of the initiation fee of \$10, and their dues remitted until the new house is finished. The officers chosen under the certificate of incorporation just issued are Edward J. Shriver, President; Oscar G. Moses, Vice-President; Frank I. Stott, Secretary; Jas. B. Roy, Treasurer; and Ross W. Weir, Charles A. Dunn, Irving M. Shaw, members of the Board of Trustees.

VINEGAR AND TAFFY.

Editor of THE WHEEL:

As you were good enough to reprint, on the 8th of July, with an expression of editorial approval, the very favorable review of my book which appeared in *Wheeling*, it is only fair that you should give some specimens from the opposite sort of review in the opposition London weekly, the *Bicycling News*. Its issue of September 3d devotes fully a page and a half to general abuse of the volume,

and then, not having got beyond its first chapter, says, "To be continued."

Apparently, therefore, there's lots of fun ahead for those who enjoy slang-whanging of the good old thoroughgoing sort. At the outset, the writer courteously compares me to a murderer, thus: "Mr Lipski, who was recently executed for murder, would doubtless have made many excuses, but that would not have prevented the Home Secretary from permitting the law to take its course; and in exactly the same way we are of opinion that, though Karl Kron has offered apologies for the commission of every literary crime in the volume under notice, he must still be held responsible for them, despite his efforts to 'hedge.'" * * * His comments on English cycling matters are jaundiced and prejudiced caricatures, drawn apparently from one cycling publication, which has almost invariably taken the 'wrong side' in every popular movement."

As evidence that the editor has no prejudice against the book because it is American, and is "not singular in his views," he reprints, for a representative American opinion, the remarks of the *Boston Herald*: "For absolute stupidity, even to bicyclers, this volume must take the prize as being one of the most worthless ever written. It is the work of an idiot, not of a sane man." And so forth, and so on. But another Boston paper, the *Advertiser*, which stands at the head of the daily press of New England as an authority on literary matters, gave a half column of commendation to the book; and Connecticut's chief daily, the *Hartford Courant*, praised it with special reference to its personal style, which the *Bi-News* denounces as "egotistic." A half dozen of the leading daily papers of this city have pronounced a favorable verdict on the book; while our chief weekly paper, which is devoted entirely to literature, the *Critic*, gives a third of a page in its current issue to a descriptive review of unqualified approval. It declares the volume "remarkable," "curious," "unique," "well written," "arranged with skill, backed by enthusiasm and tireless patience." "Despite fineness of type, the text is clear and easily read." "The book is emphatically one for the times."

The papers of a dozen other cities have also spoken well of the affair, and from these several sources I hope to compile an appetizing collection of "opinions" for use in my winter's campaign. My present edition of circulars and specimen pages is not yet exhausted, however, and I will gladly mail them to any one who applies by postal card for particulars about "X. M. Miles on a Bi."

KARL KRON.

Washington Square,
New York, Sept. 13, 1887.

THE BICYCLIST'S LAMENT.

Oh, the plaguey loose gravel,
That so impedes travel,
And makes the rider soon tire;
And the very thick dust,
That excites his disgust,
And makes him so freely perspire.

Oh, Jupiter Pluvius,
Have pity upon us,
And send us the much needed rain;
And we'll never more
Thy conduct deplore,
And from further comment refrain.

WILLIAM D. KEMPTON.

FIXTURES.

- September 13, 14.—Tennessee Division Meet at Memphis.
- Sept. 17.—N. A. A. A. Championship Race.
- September 17.—East Hartford Meet.
- Sept. 20.—Rhode Island Division, Narragansett Park, Providence.
- September 21.—Albany Wheelmen's Race Meet.
- September 22.—Binghamton, N. Y. Race Meet.
- Sept. 23, 24.—New York State Division Meet at Coopertown, N. Y.
- September 29.—Allegheny Wheel Club Tournament at Pittsburg.
- September 29.—Allegheny Wheel Club, Pittsburg, Pa.
- September 30, October 1.—Missouri Division L. A. W. Meet.
- Sept. 30—Oct. 1.—Detroit Bicycle Club Races.
- September 30, October 1.—Detroit Bicycle Races.
- Oct. 1.—Poughkeepsie, N. Y. Race Meet.
- October 4, 5.—Races at Woodstock, Va.
- October 6.—Boston, Chicago Road-Race.
- Oct. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

THE WHEEL AT INTERLAKEN, SWITZERLAND.

A LONG COAST.

J. A. Lewis, Secretary-Treasurer of the Missouri Division, had a delightful experience at Interlaken, Switzerland. When he reached the place there was no wheel ridden there, but he heard that a local mechanic had made one. He went on a hunt for him and found that he had sent to England for a rim and bearings, and then made the rest himself. Lewis wanted to hire the wheel. The fellow was afraid. Ab saw by its movement under his hand that it was a daisy, so he was the more determined to get it, for the roads around Interlaken are beautiful. He asked to be allowed to try it. The owner consented, and wanted to hold the wheel for the mount, he said, for the street was rough. But Ab suddenly shot into the saddle with the pedal mount, whereupon the owner shouted to him he could have it, and made signs showing he believed the American to be Dan Canary in disguise. So Ab got it, and felt like a king. The next morning the party were to drive sixteen miles to the top of the mountain. Lewis said he would ride with them on the wheel. The native driver laughed at the idea of keeping up with the horses. But the wheelman fell in behind and kept up till within a few miles from the top, when the dozen miles of climbing had told on the rider's legs and he was about "dead." So were the horses, and everybody was walking. But they beat Ab to the top by a few minutes. Although surprised at the cyclist's endurance, yet the driver ridiculed Ab's proposition to give him half an hour's start and beat him back to the hotel, which lay thousands of feet below in the valley. The driver cracked his whip and started. Lewis let him get forty minutes ahead, and then throwing his legs over the bars began the longest coast of his life. The road was cut out of the solid rock and kept scrupulously clean, laborers being at work on it every little distance. So he swept around curve after curve, the home-made brake working to a charm. It was about sunset, and the laborers were returning to their homes. As the wheelman shot by them like a flash, they had only time to cry "The scout! the scout!" believing him to be from the army, by whom the bicycle is extensively used. But the scout never stopped, and flew on and on until four miles from the hotel, when he put his feet back on the pedals, and beat the driver in by ten minutes. He believes he coasted fully twelve miles. The only thing about the ride he regrets is that he forgot to time himself.—St. Louis Post-Dispatch.

BICYCLING THROUGH THE VALLEYS.

[Special to The World.]

NEWBURG, N. Y., Sept. 12.—A. B. Barkman, W. E. Fuller, F. M. Demarest and C. F. Ackerson, members of the Brooklyn Bicycle Club, arrived in Middletown last evening and left to-day. They left Brooklyn on Saturday, going by rail to the Delaware Water Gap, where they mounted their wheels and came up the valley of the Delaware to Port Jervis, and thence to Middletown. Their route is by the way of Poughkeepsie, Fishkill, Newburg, Greenwood Lake, Morristown and Orange, to New York, where they expect to arrive on next Saturday evening.

A NEW ROUTE FROM NEW YORK TO THE ORANGES.

NEW YORK, Sept. 9, 1887.

EDITOR OF THE WHEEL:

Through the kind offices of Karl Kron, I have just been introduced to a route from New York to Newark and the Oranges, new to me, and far superior to any other way of getting there. Cross to Weehawken by the West Shore R. R. Ferry, from 42d st., and take the road which winds straight up the hill and intersects the Bulls Head Road, about a mile from the ferry, near the Red Brick Water Tower, made famous by the redoubtable Karl at this corner—where there is a large brewery—turn to the left on very good macadam, and passing the Water Tower the street ends a half mile further on at the Hackensack Plank Road. Here turn to the right and follow this road through the town and down the other side of Bergen Hill, which is rather a risky descent. About half way down is a cemetery, at which a road forks off to the left, and at the foot of the hill—2 miles from the Water Tower—runs into the Paterson Plank Road, leading to Carlstadt, 5 miles distant. The greater part of this stretch is new macadamized, and some of it in very good condition, while all is easily rideable, either in the roadway or on the footpath. There is a strong contrast between it and the other route to Carlstadt—from Hackensack—which is not three miles sidepath, as given in one of the roadbooks, but 4 miles of the worst sand ever seen. *Per Contra*, Rutherford is only a mile beyond Carlstadt, of very fair gravel road. From Rutherford the route leads by a short piece of macadam, a mile or so of good plank walk, and about the same distance of ordinary sidepaths to Avondale, where one must keep a lookout for the bridge. Across this and up a short steep grade to the top of the ridge, along which lies Washington ave., one of the finest roads out of Newark, the latter being 3 1/2 miles from the corner at Avondale to the Belleville ave. car stables, and 3/4 of a mile further to the junction with Bloomfield ave.; the latter can be taken to Bloomfield and Montclair, but the belt route for Orange is via Park Ave., called Fifth Ave. in Newark, and starting from the corner of Bloomfield avenue and High street, instead of using the West Shore ferry, the Red Brick Water Tower can be reached by crossing at Fort Lee, riding down the river to Shady Side and there climbing the hill to the Bull's Head Road.

L. A. W., 2449.

BOWLING WHEELMEN.

SEPT. 12, 1887.

EDITOR OF THE WHEEL:

DEAR SIR:—The season is approaching when bicycle clubs begin to make arrangements to pass the winter evenings in a sociable and profitable way. A good many of the clubs in New York city and vicinity have a number of enthusiastic bowlers in their membership list. Some of the clubs are fortunate enough to have bowling alleys in their houses, but those not having them can find one close by.

Why not form a Bowling League upon the same broad plan as the N. Y. and N. J. T. R. R. A., and have a series of games from November 1 to April 1. The club winning the highest percentage of games played takes the trophy.

Have the membership composed of clubs within a radius of twenty miles of New York City Hall.

Trusting you will publish this, with the call enclosed, and give it your assistance through the columns of THE WHEEL, I remain,

Yours fraternally,

F. L. BINGHAM.

SEPT. 12, 1887.

To all the Bicycle and Tricycle Clubs that may be interested:

The following plan has been proposed by the

Harlem Wheelmen, to spend the Winter evenings among the various clubs within a radius of New York city. To form a Bowling League the same as the N. Y. and N. J. T. R. R. A., and have a series of games; the club winning the highest percentage of games to take the trophy and keep it.

All clubs that may take sufficient interest in the above project, are requested to send two delegates to a meeting to be held on Friday evening, September 30, 1887, at 8 P. M., at the rooms of the Harlem Wheelmen, Nos. 102 and 104 West 124th street, New York city.

Fraternally,

F. L. BINGHAM,
Acting Sec.

The Long Island Wheelmen have formed a bowling club and will play all comers.

There is a probability that the thousand mile road race will finish at Boston, instead of at Chicago.

We have received an artistic prospectus of the semi-annual meet of the Dakota Wheelmen, to be held at Mitchell, September 28, 29 and 30.

At the Manhattan Games, held last Saturday afternoon at their grounds, L. J. Kolb, of Philadelphia, 80 yards start, won the mile and a half handicap. Time, 4 3/4 2-5; E. I. Halstead, Harlem Wheelmen, 130 yards, second.

It is early to prophesy, but we have information enough on which to found a belief that there will be a number of trade changes next spring. An old wheelman, a dealer who thoroughly understands the market, is confident that 1888 will be a the banner year for American cycling.

BIG ROAD-RIDING.—While at Melford, Pa., a few weeks since, Messrs. Halstead and Griffiths, of the Harlem Wheelmen, did some tall scorching. Halstead wheeled thirteen miles in forty-seven minutes, and Griffiths in forty-eight minutes; they also rode eight miles in 25m. 40s.

A number of New York wheelmen will visit Albany on the 21st to attend the race meet. Many will make Albany a stop-over station on their way to the State Camp. A cordial invitation has been extended to wheelmen, and those who attend the races may be assured of a cordial reception and undiluted hospitality.

Mr. George R. Bidwell, of 313 West 58th street, is sole agent for the Rudge wheels. The Bicycleette especially is worthy of especial notices. Rear-driving safeties are not yet appreciated at their full value in this country; competent judges who have ridden the Bicycleette have become enthused over its easy running and the ease with which hills can be mounted. Besides it is perfectly safe, and is just the thing for rough roads and night riding. Mr. Bidwell has also on hand a nice stock of second hand wheels.

The Hartford Wheel Club had a lantern parade on the evening previous to its race meet. The procession started at 8:15 from Capitol Park, with Chief Consul L. A. Tracy at its head. The C. C.'s wheel was embellished with two globe lanterns. Then came a much be-lanterned barouche in which were wheelmen burning red fire. Then followed tandems, trikes and bikes to the number of 125. One tandem was covered by an immense Chinese parasol, with lantern pendants. Another had tin parasols decorated with lantern fringes. One bicycle had a mast fastened to its head, from which projected three yard-arms of lanterns. Many houses were illuminated, and colored fires were burned. The parade was a success.

AN HEROIC BICYCLIST.—Mr George A. Paillard, of the Citizens' Club, is the hero of a deed which is a credit to humanity, and which should not be allowed to pass unrecorded by the cycling press. While at Long Branch in August, he went into the surf to rescue a man who was drowning some distance out in the water. He caught hold of the drowning man who was perfectly helpless, and slowly towed him towards shore. Before he had gone far he became exhausted, and the man whom he was attempting to rescue, with a rare exhibition of unselfishness, told me to abandon him and save himself. This Mr. Paillard would not do, and in few moments both sank. At this moment, two brothers, whose names we regret we were unable to obtain, rushed into the the surf, and after some trouble located, and brought the drowning men to shore. For three hours Mr. Paillard was unconscious, and the exposure brought about an attack of typhoid fever. Mr. Paillard is now on the way to recovery.

A NEW-OLD WHEEL.

The *Cyclist*, of August 31st, page 1,168, contains a description of a machine which may interest our manufacturers. The machine, which is named the "Coventry Gentleman," is stoutly defended by an "old-timer," who declares that that wheel of the future must be built on the lines of the "Coventry Gentleman," which first appeared in 1875. The large hind wheel—26 inches—and a comfortable spring are the secret of its success; it has a brake on the hind wheel and is safe, non-vibrating, easy and comfortable. The writer gives further details as follows:

"I would have a machine built as follows: The machine not to exceed 52in., or otherwise the bow spring cannot be used, as it makes the reach too long, some 38in. or 40in. Hind wheel 26in. with $\frac{3}{4}$ in. and $\frac{1}{2}$ in. tyres, V U solid rims, No. 10 spokes (no lacing), oval backbone, long head, with neck 6in. long from point to point, hind wheel brake, made so that if the cord breaks it goes hard on, or enough to almost stop the wheel. Rake $1\frac{1}{2}$ in. Weight about 35 to 40 lbs.

"A machine built on the above lines will be found to be a really comfortable bicycle for all-round work, and quite safe. The mounting and dismounting is quite easy, and, when mounted, you feel like sitting on a piece of stretched elastic. On a macadam road vibration is certainly almost absent, which is more than you can say of the present safeties. Brickbats and other obstacles, not more than four inches high, can be ridden over with impunity. There is really a feeling of safety, and not that perpetual jarring and pushing at the handles to keep your weight back on the saddle, and prevent yourself being pitched over the machine. The machine, as I have explained it, will not do for that modern fad of vertical action. I saw a safety bicycle the other day in which the peak of the saddle was actually 2 inches over a vertical line drawn through the cog-axle. How the fellow rode it I cannot say, except by leaning forward and pushing himself back by the handle-bar, which was certainly some 12in. or 14in. from the saddle. On my machine I can, and do, sit on the saddle without the help of the handle bar. The peak of the saddle is just $3\frac{1}{2}$ in. from the socket, and with $1\frac{1}{2}$ in. of rake, 5in. from the vertical line, drawn through the front hub, I sit just one-third nearer the front hub than the rear one. In an ordinary bicycle, with 16in. and 18in. wheels, the hind wheel jumps on a rough road, and seems to try all its utmost to go the reverse way. Take an ordinary machine and compare the two, and see which looks the most comfortable."

The Missouri Cycle Club of St. Louis has decided to tender a smoker to the St. Louis Cycle Club, to promote mutual good feeling.

St. Louis Wheelmen are arranging a handicap road race for September 24. The prizes offered are valuable, and doubtless some fast men will enter.

If the present arrangement of limiting riding hours from 6 A. M. to 9 P. M. each day is adhered to in the thousand-mile road race, it is likely some team will be sent over the course after the race, and by riding each day as long as they can, will badly discount the time of the original race, thus making it valueless for advertising or any other purpose.

The Eastern Road Club will hold its Fall race on Saturday, Oct. 8, starting at 2:30 P. M. Route as follows: (1) Start, Beacon, top of hill back of reservoir, left Hammond, left Ward, left Centre (to Newton Centre), right Beacon, left Woodward and Webster, left Walnut through Newtonville, seven miles. (2) Continue on to left Crafts, right High, left Moody (Waltham), left Derby, right Cherry, right river, left Anburndale avenue, left Lexington, left Walcott and Webster, left Waltham, right Crafts, to right Washington, and round water-trough at Newtonville, and repeat route number two. Finish in front of Nonantum Club House, Newtonville, nine miles. A total of fifteen miles.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffrey Mfg. Co., of Chicago, will be pleased to send their catalogue on application. * *

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffrey Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalogue on application. * *

SPECIAL BARGAINS

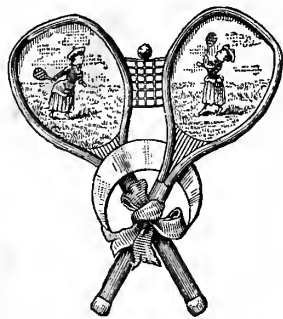
- No. 1.—36x54 **Kangaroo**, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
 No. 2.—56-inch **American Club**, all nickeled except rims; balls all round; excellent order; cost \$165; \$65.00
 No. 3.—51-inch **Special Star**, enameled, with nickeled trimming, balls to front, silent ratchets; A. I. order; cost \$130.00; \$75.00
 No. 4.—48-inch **American Star**, enameled, with polished parts; good order; \$35.00
 No. 5.—52-inch **Humber**, enameled finish, balls all round, dropped bars; A. I. order; cost \$135.00; \$75.00
 No. 6.—54-inch **Mail**, enameled, balls all round, dropped bars; fine order; cost \$125.00; \$65.00
 No. 7.—51-inch **Rudge Light Roadster**, '87 pattern, wheels enameled, balance nickeled, hollow cow-horn bars, spade handles, nickeled lamp; but little used, and good as new; cost \$150.00; \$100.00
 No. 8.—36-inch **Standard Columbia**, enameled and polished; A. I. order; \$35.00
 No. 9.—52-inch **Club**, all nickeled except rims, ball bearings; excellent order; cost \$135.00; \$65.00
 No. 10.—**Two-Track Columbia Tricycle**, latest pattern, ball pedals; A. I. order; cost \$165; \$100.00
 On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

HARLEM 'CYCLE CO.,

124th Street & 7th Avenue, New York City.



* MAKER OF FINE JEWELRY. *



HENRY C. HASKELL,
No. 18 John Street, New York.

SPECIAL DESIGNS WITH ESTIMATES FOR PRIZES
BICYCLE, TENNIS, ROYAL, SHOOTING, ATHLETIC CLUBS, &c.,
BEYOND COMPETITION.

CORRESPONDENCE INVITED.

ON YOUR WAY TO THE STATE CAMP,

STOP OVER AT BINGHAMTON

FOR THE

FIFTH ANNUAL

RACE MEET

AND

TOURNAMENT

OF THE

Binghamton Bicycle Club.

ON THURSDAY, SEPTEMBER 22d, 1887,

At Riverside Park.

LIST OF EVENTS:

- 1-mile Novice.
- 1-2 mile Dash, open.
- 1-2 " Boys under 16.
- 2 " New York State Championship.
- 2 " 6.45 Class.
- 1 " Lap Race, open.
- 1 " Binghamton Wheel Club.
- 3 " Handicap, open.
- 1 " Consolation.

Entries close Sept. 20. Entrance Fee, 50 cents for each event, and should be sent to

F. J. BAYLESS,

Binghamton, N. Y.

Springfield Roadster \$75.00

SPEEDY—EASY TO RIDE.

BEST MATERIAL—HEADERS IMPOSSIBLE.

SAFE—LOW PRICES—BEST HILL CLIMBER.

SAFEST COASTER MADE.



T. G. CONWAY COMPANY, Limited,

General Agents New York and New Jersey,

No. 20 Warren Street, New York City.

East Hartford will enjoy a race meet to-morrow afternoon.

The Bistonians are arranging a ladies' cycle tour to Marblehead.

The Prince of Wales is riding a trike to reduce his weight to the proportions which made him so proud of it twenty years ago.

The annual fall outing on the Charles River of the Boston Club will be held next Sunday. There will be aquatic sports and a lunch.

We learn that Gillette, the good playwright and bad actor, took a severe header from his wheel while trying to "make" a train. Gillette should confine himself to making plays.

Active measures are being taken in England to form cyclists' volunteer battalions. Lieutenant-Colonel Savill, has just issued a pamphlet containing all the information and suggestions as to the formation of the battalions.

The cabled announcement that the Prince of Wales uses a tricycle will not cause a stampede among our Anglo-maniac dudes. They will imitate his gait, his gaiters, and the style in which he wears his hair, but they draw the line at beastly personal exertion, you know.

We were given to understand on the "highest authority" that Howell would certainly come over to race Rowe. Later on, on equally altitudinous authorization, we were led to believe that the strong boy of Lynn would embark last Saturday, and according to all precedent, at this very moment he should be on the high seas wishing he were a dead man. Yet, alack, he sailed not. We have placed the matter in the hands of the Pinkerton Agency, the eagle eyes of whose multitudinous minions will watch each out-going steamer, that we may earliest inform our readers, which is the only object of our existence. In order to fully cover the case we will state the following: Rowe was to have sailed on Saturday last. Rowe has sailed. Rowe did not sail. Rowe should have sailed.

The longest line of sundries offered in this market is that of the Gormully & Jeffrey Mfg. Co., of Chicago. If you are interested send for their catalogue.

Four well-known hammock saddles are manufactured by the Gormully & Jeffrey Mfg. Co., of Chicago. Send for their catalogue if you need anything in this line.

The Minnesota State Meet will be held September 15 and 16. On the 16th, races will be held around Lake Harriet.

PARTNERSHIP.

Whereas, by bill of sale duly executed, acknowledged and delivered on the eleventh day of August, one thousand eight hundred and eighty-seven, the undersigned Charles Irving became the owner of all the stock and good will of the cycle business theretofore carried on by C. Herbert Diamond, under the style of "The New York Bicycle Co.," at No. 38 Park Place, in the City of New York, and a copartnership has been formed between the said Charles Irving, Lewis M. Irving, and Charles M. Irving, for the purpose of conducting the said business;

Now, therefore, we, Charles Irving, whose place of abode is in Peekskill, New York, Lewis M. Irving, whose place of abode is in the City and County of New York, and Charles M. Irving, whose place of abode is in the City and County of New York, do hereby certify, pursuant to an act of the Legislature of the State of New York, entitled "An Act allowing the continued use of copartnership names in certain cases," and known as Chapter 400 of the Laws of 1854, and the acts supplementary thereto and amendatory thereof, that we are the persons now and hereafter dealing under the said firm name of "The New York Bicycle Co."

Dated New York, August 23, 1887.

- (s) CHARLES IRVING,
- (s) LEWIS M. IRVING,
- (s) CHARLES M. IRVING.

State of New York, }
City of New York, } ss.:
County of New York, }

On the twenty-third day of August, in the year one thousand eight hundred and eighty-seven, before me personally came Charles Irving, Lewis M. Irving and Charles M. Irving, to me known, and known to me to be the individuals described in and who executed the foregoing certificate, and severally acknowledged to me that they executed the same.

(s) RICHARD TONE PETTIT,
Notary Public (No. 18),
City and County of New York.

Only a Limited Number Made Every Year.

FULL DRESS STRAIGHT CUT.

Unquestionably the choicest Cigarette manufactured. Under no circumstances will the high standard of these goods be changed. These cigarettes, although costing more than others, are well worth the difference asked, and always give the most entire satisfaction.

PACKED.—20 CIGARETTES.

KINNEY TOBACCO CO., New York,
Successors to KINNEY BROS.

Send 15 cents for sample package.

NEW INDEXED MAP OF THE Environs of N. Y. City.

Scale, 1-4 Miles to 1 inch.

Compiled from the New Jersey State Geological Survey, the U. S. Coast and Geodetic Survey, Local Surveys and other authentic sources.

Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

\$4.00.

This Map shows the Railways, Wagon Roads, Cities, Towns, R. R. Stations, Villages, Lakes, Ponds, Rivers, Streams, Mountains, Valleys, etc., in a style unequalled for distinctness, legibility and correctness. The Index is complete and renders it an easy matter to find any desired locality.

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CUSTOM MADE PANTS, \$3.



Vests to match for \$2.25 Also, FULL SUITS at Popular Prices.

Send 6 cents for samples of Cloths, rules for Self-Measurement, and other particulars showing how we can make to measure, a pair of The Celebrated **ay State Pants** for \$3.

We give excellent value for the money, incredible as it may seem. Satisfaction guaranteed.

We also manufacture Bicycle, Base-Ball, Polo, Lawn Tennis, and all Fancy Garments or Uniforms required by clubs or other organizations. We should be glad to make proposals to those having such orders to fill. Address

RAY STATE PANTS CO.,
30 Hawley Street, Boston, Mass.

E. R. STOCKWELL,

19 John Street, New York,

MANUFACTURER OF

Bicycle and Athletic Badges and Medals,

IN SILVER AND GOLD,

At Satisfactory Prices.



Columbia Bicycle Shoe.



Columbia Bicycle Shoe

Black Leather, \$4.00; Russet Leather, \$4.50.

Lightest and Best Shoe in the Market.

POPE M'FG CO., 12 Warren Street, New York.

We have a fine lot of Second-Hand Wheels



MANY FULLY EQUAL TO NEW AT LOW PRICES.

CALL OR SEND FOR LIST.

Specialty in Exchanging 2nd-Hand Wheels

FOR NEW RAPIDS, NEW MAILS, QUADRANTS, SPARKBROOKS, STARS, VICTORS, OR ANY OTHER MAKE.

We are Sole Agents for New York of the New Rapid Bicycles and Quadrant Tricycles.

NEW YORK BICYCLE CO.,

38 Park Place, New York.

Please Take Notice!!

WE ARE THE SOLE NEW YORK AGENTS FOR THE
NEW RAPID ROADSTER AND LIGHT ROADSTER,

The Only True Tangent Wheels Made.

ONE-PIECE DETACHABLE HANDLE BAR, BALL BEARING HEAD.

ALSO FOR THE CELEBRATED QUADRANT CYCLES:

No. 15, Tandem. No. 8, Gentleman's Single. No. 14, Ladies'.

The Best Hill Climbers of the Age! Nothing can Approach Them!!



NEW RAPID ROADSTER.

FULL LINE
 LAMPS, BELLS, LOCKS,
 ENAMEL and OTHER
 ACCESSORIES.

SEND FOR OUR
 LIST OF BARGAINS.
 LATEST ISSUE OUT
 SEPT. 1st, 1887.

Our stock of machines cannot be approached by any dealer around here for PRICE, CONDITION and VARIETY. All who contemplate purchasing had best do so now while there is such a choice, and while prices are so low. Many of our wheels are selling at cost to us in order that we may make a quick clearance sale, as we need the room for our stock of PROCTOR PAT. TOBOGCANS, for which we are Sole Agents for New York and surrounding territory.

NEW YORK BICYCLE CO.,

Entire Change of Management,

No. 38 Park Place, New York.

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Buy, Sell or Exchange:
 ADVERTISE IN OUR
*For Sale, Exchange,
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Twenty-five Words, - - - Fifteen Cents.
 Two Insertions, - - - Twenty-five Cents.

ALL ADVERTISEMENTS MUST BE RECEIVED
 BY TUESDAY MORNING.

CAN YOU TAKE THE WINK, OLD BOY?
 Keep your wheel in good running order
 your bearings free from grit and
 properly adjusted
WHEEL BRUSH TOOL
 ADJUSTS BEARINGS; TIGHTENS SCREWS,
 REMOVES DIRT WITHOUT WASHING.
 Should be in every wheelman's tool-box.
 Write for
 Price, post-paid, 75 cents.

A. G. SPALDING & BROS.,
 241 Broadway, New York.
 108 Madison St. eet, Chicago.

A New Map of the Orange Riding District,

Showing all Towns and Villages, from Milburn and Waverly on the South to Caldwell and Belleville on the North, and indicating 95 miles of macadam roads, with best connecting thoroughfares, for touring. Size 17x22; Price 50 cents. Printed on heavy bond paper, with pocket cover, \$1.00. For sale by dealers in Newark and Orange, N. J.; or mailed postpaid on receipt of price.
 Address R. D. MEAD, Box 77, Newark, N. J.

THE Continental Hotel,

448 & 454 BROAD STREET,
 OPPOSITE D. L. & W. R. R.
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The largest and finest appointed Hotel in the city, and for many years the acknowledged League Headquarters.

SPACIOUS BILLIARD PARLORS AND CAFÉ

Connected with the Hotel.

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 Proprietors.

EASY PAYMENTS.

New Rapid, Champion, Star and other Bicycles and Tricycles



on easy payments, without extra charge except for interest. Prices from \$8 up. Second-hand wheels taken in trade and bought and sold. Send for large illustrated catalog of wheels and novelties in sundries with full particulars of our terms of easy payments—of interest to every actual or prospective wheelman. GEO. W. ROUSE & Son, 13 G St., Peoria, Ill.

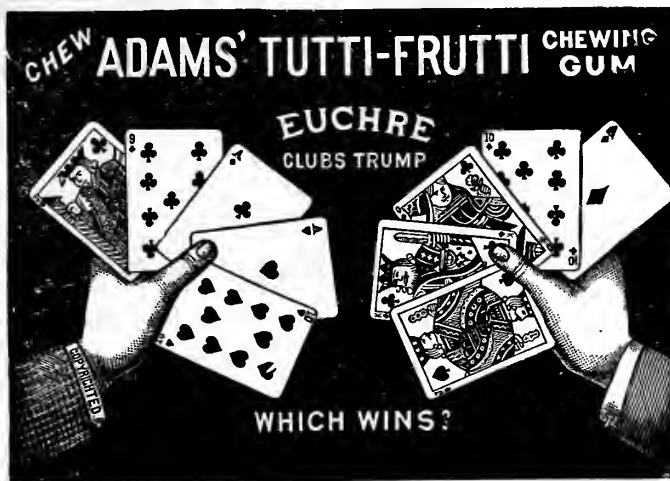
RADWAY'S READY RELIEF.

For Bruises, Sun Burns, Bites of Insects, Soreness or Weakness of the Muscles, &c. Quickly cures Cramps in the bowels, Diarrhoea, Cholera Morbus, Dysentery, &c.

DR. RADWAY'S PILLS.

Purely vegetable, mild and reliable. Cures Biliousness, Foul Stomach, Acidity, Constipation, Piles, Chills and Fever, Liver Complaints, Loss of Appetite, Heartburn, Palpitation of the Heart, Flatulence, etc.

WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*
 Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.
 It is a guardsman, to defend you against coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

FOR SALE AND EXCHANGE.

51-in. Columbia Light Roadster; '86 pattern with '86 improvements. Been run only 500 miles; in fine condition; Butcher Hub Cyclometer. Howard F. Smith, Gloucester, Mass.

FOR SALE.—ALL HIGH GRADE MAKES of Bicycles and Tricycles. Good second-hand wheels cheap. Send for catalogue. W. E. Young, Dennisville, P. O. Box 92, New Jersey.

FOR SALE.—50-in. Expert, full nickered, good condition, \$83. Apply next Sunday, Ferguson's stable, 53d st, near Sixth ave., between 3 and 5 P. M.

FOR SALE.—Finest assortment second-hand machines in the city. Experts \$60 to \$95, Victors \$80, Columbia Light Roadsters \$100, Stars \$70 to \$110, etc., etc. Also a lot of cheaper wheels, different sizes, in excellent order. Prices never so low as now. It will pay you to call and examine our stock. Complete list out September 1st. Special offers for two weeks only. New York Bicycle Company, 38 Park Place, New York.

56-in. Standard Columbia, ball bearings front, to exchange for a Safety, 54-in. ordinary, or a tricycle. W. B. Dodge, Millville, Mass.

FOR SALE—A Standard Columbia; 52-in. In good condition. New tire on front wheel. Will sell cheap. H. G. Weidenhamer, Box 21, Watsonstown, Pa.

FOR SALE—48-in. Star. Latest design; hollow framing; balls to front wheels; hollow rims; cost \$140. Ridden very little. Address H. G., P. O. Box 1516, New York.

FOR EXCHANGE—52-in. Champion, balls all round, for 52 or 53-in. Light Roadster, Apollo preferred. W. Dearden, Trinidad, Colo.

FOR SALE—A 52-in. New Rapid Bicycle; full roadster; 1886 pattern; weight, all on, 44 lbs.; prime condition; sold for want of use. Address F. L. Bingham, 49 to 51 Rose st., N. Y. City.

FOR SALE OR EXCHANGE—Cripper Tricycle; hollow rims and frame; tangent spokes; all ball; automatic steerer; cost \$185, sell for \$90, or exchange for 54 bicycle. F. S., 204 Market st., Newark, N. J.

SPRINGFIELD ROADSTER for sale; geared to 50 inches; this wheel was bought two weeks ago, has been ridden but 40 miles. Inquire of Dr. E. J. Ranhofer, 227 West 34th st.; hours 10 to 4.

FOR SALE—Columbia Expert, 48-in.; pattern of 1886; full nickered; all ball bearings; cowhorn handles; good as new; \$80. 537 Lafayette av., Brooklyn.

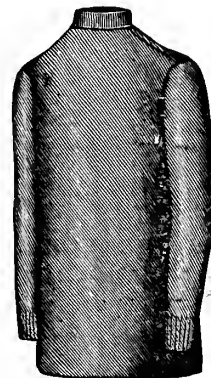
FOR SALE—50-in. Standard Columbia, in good order; dirt cheap for cash; also Nickered Harvard, 50-in.; in perfect order. Chas. Newbourg, 57 Wiloughby st., Brooklyn.

GENUINE HUMBER TANDEM—Beeston & Co.— good as new, for \$175 cash, or one-half cash and one bicycle, or two bicycles, standard makers, 46 and 50-in. P. O. Box 1734, New York.

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We Call Special Attention to our

BICYCLE, TENNIS, YACHTING and ROWING JERSEYS,



In Long or One-Quarter Sleeves, or Sleeveless, High or Low Neck, Lace Front or Standing Collar, Plain or Fancy Colors.

Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are **PATENTED,** and all infringements will be prosecuted to the full extent of the law.

OUR BICYCLE FULL TIGHTS

Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip.



BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.

JERSEY-FITTING KNEE PANTS

Buttons in front, same as Pantaloon, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

LADIES' JERSEY-FITTING

TRICYCLE PANTS.

A NEW THING.

These Pants are close fitting, come three inches below the knee, are very elastic, and the most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.

HOLMES & CO., 17 Kingston St., BOSTON, MASS.



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 Bicycles. STAR Tricycles.
 — STAR —
H. J. HALL, Jr.,
 1170½ Bedford Ave.,
 BROOKLYN, N. Y.
 Large Assortment of New and Second
 Hand Wheels of all Makes.
 REPAIRING QUICKLY DONE.

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 can make all

DIFFICULT REPAIRS.

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 repairer.

GREAT BARGAINS IN SECOND-HAND WHEELS

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Large stock of Boys' Machines.
 Competent teachers, and fine track.

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Prospect Park Plaza, Brooklyn.

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PROSPECT PARK HOTEL,
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 F. G. SPENCER, Proprietor.

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ASK FOR THE



PERFUMES AND TAKE NO OTHER.
 Wenck's Opera Bouquet is the latest.

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MANUFACTURER OF

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Running, Walking, Bicycle,
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The lightest and strongest Road Bicycle Shoe made;
 average weight 10 to 12 oz.

Bicycle Racing Shoe for Rat-trap pedal, 5 to 7 oz. a
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All shoes made of the best Black or Russet Kan-
 garoo. I am the only manufacturer using genuine
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ANDREW GRAFF, 339 Court st., Brooklyn, L. I.

DEAR SIR—The shoes which you made me are very
 satisfactory and are without doubt the best I have ever
 seen or used.

Yours very truly,
 A. B. RICH.

For practice, SEAMLESS CANVAS RUNNING
 SHOE, Light, Strong and Cheap, to order \$3 and \$3.50.
 Send for Catalogue and Price List.



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59 Tremont Street, Boston, Mass.

SOLE AGENTS FOR DUNLAP & CO., NEW YORK.

WHEELMEN,

WOULD YOU LIKE TO SMOKE A REALLY GOOD
Five Cent Cigar?

THE RISIDO

IS AN HONEST HAVANA FILLER, AND IS PRONOUNCED BY EVERYBODY
 A 10 CENT CIGAR FOR 5 CENTS.

Ask for it, and don't smoke cigars that are full of artificial flavor.

BAY CIGAR CO., 101 Water St., NEW YORK.

Sporting Goods.

AGENCY FOR A. J. REACH & CO.'S

CELEBRATED

Base Ball, Gymnasium, Bicycle, Athletic and all kinds of Sporting Goods.

ROBERTSON'S ELECTRIC COMPOUND

Is used by all the Prominent Athletes for removing Sprains, Soreness and Stiffness. 25 cts. per Bottle.

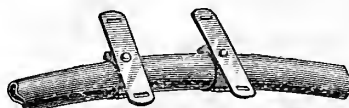
W. H. ROBERTSON,

296 Broadway, New York.

HOWARD A. SMITH & CO.,

Cycling Sundries.

Hose Supporters,
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 Star Step,
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 Knit Jersey Suits.



Tire Tape,
 Lubricating Oil,
 Star Foot Rest,
 Luggage Carriers (any wheel),
 Caps.
 Club Uniforms made to
 order.

In fact a ything and everythi g in the Cycling line. SEND FOR CATALOGUE.

HOWARD A. SMITH & CO.,
 Oraton Hall, Newark, N. J.

FOR WHEELMEN

FOR SALE BY

GEORGE CLEMENT,
 33 East 22d Street, New York.

KEEP THIS FOR REFERENCE.

Zylonite Collars and Cuffs

are as ECONOMICAL and DESIRABLE as represented, can always
 obtain the same,

FREE OF POSTAGE,

by addressing GEORGE CLEMENT & CO., 33 East 22d Street, New
 York, at the following prices:

Gents' Collars, 20c. 6 for	- - - - -	\$1.10—\$2.00 Doz.
" Cuffs, 40c. 6 "	- - - - -	2.20—4.00 "
Ladies' Collars, 15c. 6 "	- - - - -	.85—1.50 "
" Cuffs, 30c. 6 "	- - - - -	1.70—3.00 "

REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars
 and cuffs that would be an improvement on linen. It is accomplished
 at last. Zylonite collars and cuffs are superseding linen, because they
 are better and will last for months, and will always look clean.

BARGAINS ! BARGAINS !

Fall Clearance Sale of Second-Hand Wheels, taken in Exchange for NEW MAILS.

Needing the room for our Fall Gun Trade we have marked down these Wheels to close them off at once !

48-inch Rudge Light Roadster (<i>good as new</i>),	\$55	54-inch Standard Columbia,	- - - \$35
50-inch Victor Light Roadster,	- - 65	54-inch Victor,	- - - 60
50-inch Expert Columbia Roadster,	- - 65	54-inch New Mail,	- - - 85
50-inch Harvard (perfect and good),	- - 35	55-inch Royal Mail,	- - - 55
50-inch Royal Mail (good as new),	- - 55	55-inch New Mail,	- - - 75
51-inch Royal Mail,	- - 60	56-inch Rapid (really new),	- - - 85
52-inch Sanspareil (bargain),	- - 40	56-inch Challenge,	- - - 50
51-inch Victor,	- - 65	58-inch Rudge Light Roadster,	- - - 65
52-inch Standard Columbia,	- - 30	58-inch Cornell,	- - - 50
52-inch Royal Mail,	- - 65	48-inch Star, Silent Ratchet,	- - - 60
53-inch Columbia Light Roadster,	- - 60	48-inch New Mail,	- - - 85
54-inch Challenge,	- - 40	56-inch New Mail,	- - - 75
54-inch Expert Columbia,	- - 60	54-inch Royal Mail Racer (<i>New</i>),	- - - 50
54-inch Premier,	- - 30		

Above are a part of our second-hand stock, but will be closed out, and gives an opportunity to secure a wheel fully \$20 to \$25 under their worth next spring. Also Victor Tricycle, \$60; Royal Mail Tricycle, \$100, &c., &c.

Application should be made at ONCE, for they will be quickly taken up !!

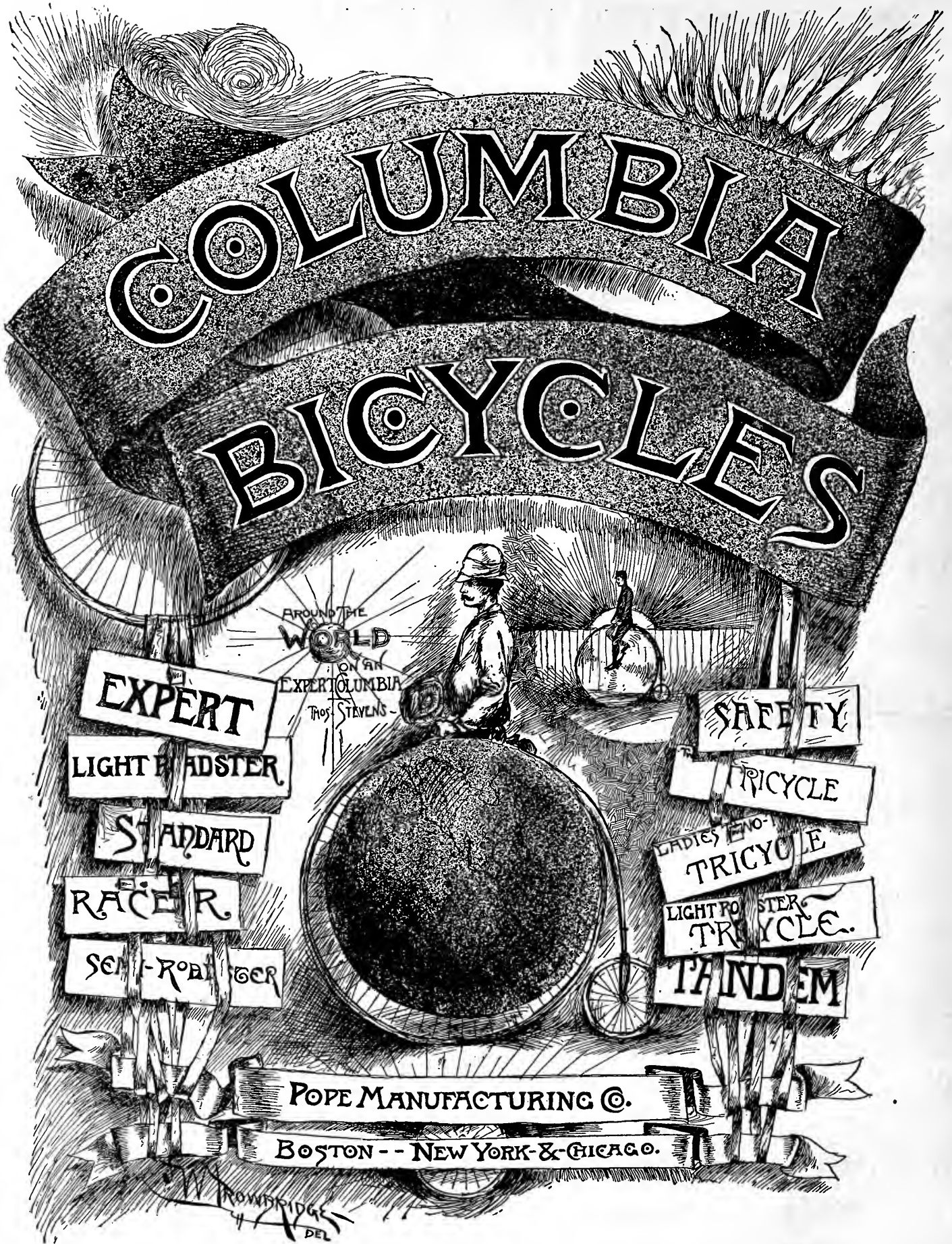
SPECIAL OFFER.

Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others!!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,
will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,
107 Washington Street, - - BOSTON.



L LEWELLYN H. JOHNSON **HAS IN STOCK**

A FULL LINE OF 1887 BEESTON HUMBERS!

Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

Call or send for Catalogue

401 MAIN STREET, ORANGE, N. J.

SEP 24 1887
U. S. PATENT OFFICE



Established 1880.

23 Park Row, N. Y.

AND RECREATION.

VOL. XII.—No. 26.]

NEW YORK, SEPTEMBER 23, 1887.

[WHOLE NUMBER, 312.

HA! HA! Are They Selling?

Here, gentlemen, is some more of that sweet and charming "reflection:"

PEORIA, ILL., July 15th, 1887.
GORMULLY & JEFFERY MFG. Co., Chicago, Ill.

Gentlemen—Please hurry up our back orders and be particular to forward to us at the very earliest possible moment the 54-inch Light Champion which we wired for this morning. This is for one of our old riders, who trades off a nearly new full nicked Expert, and he is extremely anxious to get his new mount. Our trade on your goods this season has been clear beyond our most sanguine expectations, as we had what we considered a very fine trade last year, and when making our plans for this season had thought that we would do well if we did as well this year as we did last. You will therefore be gratified to be informed that up to July 1st this year we have sold a trifle more than two and a half times more high grade wheels than we sold all last year. This certainly speaks well for your line of wheels, which you know we are now making a specialty of.

We had a great deal of confidence in your goods, as is shown by our preferring them to the line which we handled previously for seven consecutive seasons, but the way they have found favor with old riders, and the ease with which we have been able to very much more than hold our own in all parts of our territory has been a constant surprise to us. We have taken in trade on Champions and Light Champions almost every make of wheel made or imported to this country. Among the machines taken in trade have been numerous Expert Columbias and Victors, while Columbia Light Roadsters, Ridges, British Challenges, Royal Mails, Standard Columbias, Harvards, Premiers, etc., etc., have been taken more or less numerously. The fact that we have 21 Columbias on our second-hand list of the 9th inst., the most of which were taken in exchange for Champions, is certainly very significant. Only one Champion on that list, and that now sold. That one taken in trade for a _____

We congratulate you upon the unqualified success of your wheels this year, and can only urge that you in some way manage to fill our orders a little more promptly. The Light Champion is going right to the front here. It is giving first-class satisfaction, being in notable contrast to every other first year machine we ever sold. We have several of them being ridden by riders weighing from 160 to 190 pounds, whilst some of the hardest riders in this section are also using the Light Champion, and every one who has

bought it so far is delighted with it, and you most certainly have a wheel which seems to strike the popular fancy in every particular.

Yours Truly,
GEO. W. ROUSE & SON,
HORNELLSVILLE, N. Y., July 15, 1887.

GORMULLY & JEFFERY MFG. Co.: Gentlemen—In reply to your inquiries about the Champions would say they are giving entire satisfaction. Our hardest road rider, W. E. Stradella, who is mounted on a 56-inch Champion, has given it very severe usage, and tells me he is well satisfied with the Champion in every respect. At our tournament July 4th the club championship was won by R. M. Pranger on a 53-inch L. Champion; W. E. Stradella second on full Champion; in all our club runs they go through in good shape, and are in the front at the finish. Their sales here have been more than double all other makes combined, and I have yet to hear of a purchaser regretting his choice.

Very Respectfully Yours,
W. B. KERNAN,
BUFFALO, July 14, 1887.

MESSRS. GORMULLY & JEFFERY MFG. Co.: Gentlemen—I wish to contribute my mite in favor of the Am. Cycles. I have personally ridden one of your Light Champions over 500 miles, and must say that for ease of running it fully equals, and for rigidity and stiffness, excels any machine I have ridden, and my experience covers six riding seasons over all kinds of roads. Your ramshorn handle-bars are a luxury, and much superior for comfort in riding and for strength to any other style yet devised. Out of 30 of them that I have sold not one has been perceptibly bent by falls or otherwise. I have sold the Champion to both old and new riders always to the greatest satisfaction of my customers.

Your new rim is a great success also, not one of them here having dented or buckled, while many of the hollow rims on other makes have given serious trouble—buckled, dented and sprung.

Your safety I consider the only practical safety machine for American roads, and is as near like the regular in style and action as it is possible for a safety to be.

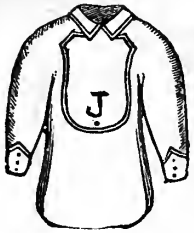
The boys who are posted all want an Ideal. They stand the rough misuse and abuse of the younger riders wonderfully.

Yours Truly,
JAMES H. ISHAM.

If you want a Cycle that is reliable, easy running and honestly constructed, send for our Catalog.

GORMULLY & JEFFERY MFG. CO., CHICAGO, ILL.,

N. B.—We also manufacture a complete line of Sundries, embracing Oils, Enamels, Lamps, Bells, Shoes, Jersey Breeches and four celebrated Hammock Saddles,



JUDD MANUFACTURING CO.,

101, 103 & 105 WEST 36th STREET, NEW YORK.

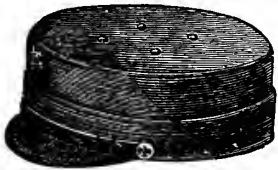
The Oldest and Most Reliable Athletic Furnishers Up-town.



SUPPLIES FOR

Tennis, Running, Cricket, Base Ball, Bicycling, Gymnastics, Boating, Lacrosse, Shooting, Fishing.

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Sporting Goods.
LOWEST PRICES.
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In Hat Store, up stairs.

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Sixth Avenue & 125th Street, NEW YORK. | | 307 Cookman Avenue, ASBURY PARK, N. J.

Agents for Singer's, Apollo, Challenge, S.S.S. Single & Tandem Tricycles

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OFFICIAL BUSINESS.



Athletic, Bicycle
AND
Lawn Tennis
MEDALS
MADE FROM
STRICTLY
Original Designs
AND AT
POPULAR PRICES.

Correspondence Solicited.

Send 3 two-cent stamps for illustrated catalogue and price list.

THE STAR.

This is the way they finished in the great New York and New Jersey Team Road Race, May 30, 1887:

NO.	NAME	25 MILES.	TIME.	NO.	NAME	25 MILES.	TIME.
1.	H. J. Hall, Jr., K. C. W.,	STAR,	1.33.53	6.	J. H. Knox, K. C. W.,	STAR,	1.38.17
2.	C. A. Stenken, H. C. W.,	STAR,	1.33.57	7.	E. P. Baggot, H. C. W.,	Columbia,	1.40.02
3.	E. Valentine, K. C. W.,	Columbia,	1.34.34	8.	S. B. Bowman, E. W.,	STAR,	1.40.20
4.	H. L. Bradley, Ild. B. C.,	Columbia,	1.34.49	9.	H. Greenman, I. B. C.,	STAR,	1.43.36
5.	W. F. Caldwell, E. W.,	Columbia,	1.37.02				

ROSEVILLE, N. J., JULY 4TH.

STAR first and second in 1-mile Novice.
" " second and third in 1-mile STATE CHAMPIONSHIP
" " " " " 2-mile " "

NEW CASTLE PA., JULY 4, 1887.

STAR WON Hill-Climbing Contest.

" " 1-mile Open.

" " 2-mile Open.

" " 3-mile Lap Race.

DETROIT, MICH., JULY 10, 1887.

STAR WON 3-mile L. A. W. Championship.

WILKESBARRE, PA., JULY 4, 1887.

STAR
WON
FIVE FIRSTS: { 1-mile Novice.
2-mile 6.45 Class.
1/2-mile Boys' Race.
1-mile STATE CHAMPIONSHIP.
3-mile " "

TERRE-HAUTE, IND., JULY 13, 1887.

STAR FIRST in 1-mile Open.
" " in 1-mile Class.
" " in 2-mile STATE CHAMPIONSHIP.

ST. LOUIS, JULY 10, 1887.

THE GREAT 92-mile Road Race, from St. Louis to DeSoto and return, between HAL GREENWOOD, on the STAR, and PERCY STONE, on a Victor, settles the question as to which is best machine for such roads. GREENWOOD won easily. STONE "dropped out" at 46 miles.

Above are few of the most important events so far this season won on Star. For particulars, and Catalogue of best all-around Bicycle made, address

N. Y. SALESROOMS, 115 LIBERTY STREET.

H. B. SMITH MACHINE CO.,
Smithville, N. J.

MANHATTAN WHEEL EXCHANGE.

Second-hand Wheels Sold on Commission.

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HUMBER LIGHT ROADSTER, HUMBER CRIPPER, HUMBER TANDEM, HUMBER TANDEM CRIPPER, SPARKBROOK BICYCLE, SPARKBROOK TRI-CYCLE, SPARKBROOK HUMBER TANDEM, ROVER SAFETY, Nos. 1 and 2. NEW EXCELSIOR CYCLOMETER. A FULL LINE OF SUNDRIES.

CAN YOU BEAT THESE PRICES?

OUR LIST, Sept. 14, 1887.

- No. 2.—56-in. Harv. Plain bearings. Price \$45.
- No. 14.—52-in. Club. Full nickel, ball wheels. Good cond. Price \$65.
- No. 22.—54-in. Col. Exp. '86, Nickel, enam. front wheel. Butcher hub cycl. Prime cond. Price \$95.
- No. 24.—56-in. Am. Sans. Nickel, rims enam. Balls all around. Fair cond. Price \$75.
- No. 28.—Coventry Club Tandem. Side steerer. Good cond. Price \$175.
- No. 29.—55-in. racer, built for Keen. Wt. 22 lbs. Good cond. Price \$35.
- No. 35.—54-in. British Challenge. Enam. with nickel wheels. Ball wheels. Price \$75.
- No. 40.—52-in. English Excelsior. Price \$45.
- No. 41.—Rudge Rotary Tandem. Balls to wheels. A bargain at \$85.
- No. 44.—46-in. Am. Safety. Hardly ridden. Good as new. Price \$45.
- No. 47.—54-in. Club Racer. Prime cond. Price \$40.
- No. 49.—52-in. Specially built Rudge L. R. Perfect cond. Price \$100.
- No. 50.—52-in. Col. Expert. Enam. Balls all over. Good cond. Big bargain at \$83.
- No. 53.—54-in. Imp Challenge. Full nickel. Balls to wheels. Price \$75.
- No. 55.—54-in. Rudge L. R. '86. Enamel with nickel trimmings. Balls all over. K. of R. Lamp. Bell. Ridden but 100 miles. Good as new. Price \$115.
- No. 56.—54-in. Rudge. Nickel with enam. wheels. Balls all over. A bargain at \$67.
- No. 57.—50-in. Rudge. Nickel with enam. wheels. Balls to wheels. Price \$55.
- No. 60.—52-in. Stand. Col. Enam., balls to front wheel. Good cond. Price \$56.
- No. 62.—Victor 3-track Tricycle. Bell and lamp. Good as new. Price \$95.
- No. 66.—42-in. Ideal. Prime cond. Price \$30.
- No. 67.—54-in. Exp. Col. Enam. Fine cond. Price \$70.
- No. 68.—3-track Sparkbrook tricycle. Double gear. Two lamps and bell. Price \$100.
- No. 69.—53-in. Special Harv. Enam. Dropped bars. Price \$56.
- No. 70.—56-in. Royal Mail. Balls all over. Enamel. Cowhorn bars. Price \$80.
- No. 71.—52-in. Am. Safety. Price \$56.
- No. 73.—54-in. Special Col. Enam. Price \$40.
- No. 76.—46-in. Stand. Col. Price \$30.
- No. 77.—55-in. Coventry Lt. R. Ball bearings. Cowhorn and straight bars. Price \$78.
- No. 80.—55-in. Columbia L. R. Price \$95.
- No. 82.—51-in. Am. Star. Nickel except wheels. Hyg. saddle. Fine cond. Price \$50.
- No. 84.—54-in. New Rapid. Nickel except wheels. Excel. cycl. Cowhorn bars. Balls all over. Prime cond. Price \$103.
- No. 85.—54 in. Stand. Col. Enamel. Balls to front wheel. Price \$60.
- No. 86.—51-in. Rudge L. R. Enam. with nickel trimmings. Cowhorn bars. T handles. Butcher hub cycl. Rat-trap pedals. Price \$78.
- No. 88.—Am. Safety. Balls. Lamp. Price \$56.
- No. 89.—52-in. Stand. Col. Enam. Lamp and bell. Price \$68.
- No. 90.—56-in. Victor. Enam. Balls all over. Prime cond. Big chance at \$90.
- No. 91.—54-in. Col. Exp. Enam. Dropped bars. Excellent cond. Price \$80.
- No. 92.—2-track Col. tricycle. Not ridden 50 miles. Lamp. Bargain at \$120.
- No. 93.—52-in. Col. Expt. '87. Balls all over. Full nickel. Cowhorn bars, grip pedals, spade handles. Cost complete \$144. Price \$110.
- No. 94.—2-track Col. tricycle. Shop worn. Never used. Good as new. Price \$120.
- No. 95.—3-track Victor tricycle. Price \$80.
- No. 96.—56-in. Expt. Col. '86. Nickel with enamel wheels. But little ridden. Balls all over. Cowhorn bars. Price \$80.

- No. 97.—36-in. Kangaroo. Good, and Price \$50.
- No. 98.—52 Premier. Balls to both wheels. Cowhorn bars. Not ridden 150 miles. Price \$60.

This Week's Bargains.

- No. 101.—48-in. Am. Star. Enam. Price \$35.
- No. 102.—52-in. Exp. Col. Full nickel. Lamp. Balls all over. Price \$85.
- No. 103.—54-in. New Rapid, '87. Nickered, with enamel wheels. Little ridden. Price \$110.
- No. 105.—56-in. G. & J. Challenge. Price \$45.
- No. 106.—48-in. Am. Lt. Champion, '87. Enam. Cowhorn bars. Balls all over. Little used. Lamp. Bargain at \$100.
- No. 107.—48-in. Am. Star. Nickel, with enam. wheels. Cowhorn bars. Price \$60.

Our charge is ten per cent. commission, which is not to exceed \$10 nor be less than \$5.

WETMORE & CHESTER,
49 Cortlandt Street, New York.

LAMP CONTROLLER.



A weight placed above the axle raises the centre of gravity of the lamp to the point of suspension and counterbalances its tendency to swing.

ADVANTAGES

OF ITS USE.

- It secures a steady light upon the track.
 - It prevents lamp from going out on rough roads.
 - It prevents spilling of oil from the cup.
 - It is ornamental to either nickel or black wheel, weighs less than half-a-pound, and can be attached to any lamp in fifteen seconds.
- Ask your dealer for it, or send name of your lamp to

C. H. KOYL,

1406 New York Avenue,
WASHINGTON, D. C.

who will mail a sample, postpaid, for one week's trial, upon receipt of price.

Price \$1.50.

FOR SALE.—Second-hand Star, Victor and Yale machines, at grand bargains. Send for descriptive price list. Address E. H. Corson, Rochester, N. H.

FOR SALE.—Columbia Expert, 48-inch, pattern of 1887, full nickered, all ball bearings, good as new, \$85 cash. Box 87 Brooklyn.

EXCHANGE.—A Duryea Saddle and Spring (never used), cost \$4, for a New York Road Book in good condition. August Kimme, Richfield Spa, N. Y.

FOR SALE.—Humber Racer, 55-inch, good as new, \$35; or in exchange for diamond ring, same value. A. T. Steiner, 104 W. 124th st., New York.

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Second-Hand Bicycles, Tricycles and Tandems.

KEY TO DESCRIPTION.

FINISH.—"1" Full nickered. "2" All nickered except rims. "3" Wheels enameled, balance nickered. "4" Enameled with nickel trimmings. "5" Enameled with polished parts. "6" Half bright and enameled or painted.

BEARINGS.—"1" Balls to both wheels and pedals. "2" Balls to both wheels and plain pedals. "3" Balls to front, cone to rear, plain pedals. "4" Plain to front, cone to rear, plain pedals.

CONDITION.—"1" Slightly used, good as brand new. "2" Tires show but slight wear, finish excellent. "3" Tires brand new, finish excellent. "4" Tires show a little wear, finish first class. "5" Tires some worn, finish somewhat marred. "6" Tires badly worn or cut and new ones required, finish good.

No.	Size.	Name.	Cost.	Price.	Finish.	Bearings.	Condition.
44	36	Kangaroo Safety,	\$130.00	\$60.00	4	2	2
45	55	Rudge L't Roadster,	156.50	75.00	4	4	4
51	52	American Rudge,	112.50	65.00	4	4	4
57	56	American Club,	150.00	75.00	4	2	2
71	54	Columbia Expert,	127.50	75.00	Hif.Nkl.	1	4
80	44	"Facile,"	130.00	70.00	4	4	5
80	52	Royal Mail,	137.50	80.00	4	1	4
85	55	Spalding Semi Racer,	140.00	50.00	4	1	4
86	55	"Racer,"	160.00	50.00	4	1	4
117	51	Special Star,	150.00	90.00	4	2	2
123	52	Sanspareil,	127.50	75.00	4	2	New
124	52	Sans. Light Roadster,	137.50	75.00	4	2	2
125	42	Special Star,	120.00	75.00	4	2	1
130	51	Special Star,	125.00	85.00	3	3	3
131	51	" "	120.00	75.00	4	4	4
132	54	Columbia Expert,	145.00	85.00	1	2	2
136	51	Special Star,	130.00	85.00	1	1	1
142	52	Col. 2-track Tricycle,	165.00	110.00	4	2	1
148	56	Columbia Expert,	132.50	80.00	4	1	4
148	50	Standard Columbia,	100.00	50.00	4	3	4
149	51	"Special Star,"	135.00	90.00	3	ball	2
154	54	Col. 2-track Tricycle,	165.00	105.00	4	2	1
157	46	Standard Columbia,	85.00	40.00	5	3	4
158	48	"American Star,"	90.00	45.00	5	4	4
164	56	Columbia Expert,	150.00	110.00	1	1	1
167	50	Premier,	110.00	80.00	4	2	1
174	50	Sparkbrook,	135.00	80.00	3	2	2
176	54	University,	135.00	80.00	4	2	1
179	50	Sp'k'b'k Crippler Tri.	180.00	110.00	4	2	2
180	50	"Hbr. Tandem,	260.00	220.00	4	2	1
184	50	British Challenge,	120.00	50.00	3	2	2
185	52	Humber,	130.00	70.00	4	1	3
188	52	Victor,	135.00	80.00	4	1	2
198	52	American Club	160.00	70.00	2	2	5
202	50	Challenge	95.00	45.00	3	2	4
207	51	Special Star	130.00	85.00	3	2	2
209	51	Columbia Safety	140.00	100.00	4	1	1
211	50	Sanspareil	130.00	75.00	1	1	1
212	54	Mail	110.00	65.00	4	2	4
213	52	British Challenge	135.00	60.00	3	1	4
216	54	Columbia Expert,	145.00	100.00	1	1	2
217	48	Special Star,	120.00	105.00	4	ball	1
220	53	Royal Mail,	140.00	85.00	4	1	2
221	54	New Rapid,	137.50	90.00	4	1	1
222	52	Col. Tri (2-track)	165.00	110.00	4	1	1
224	56	Royal Mail,	140.00	90.00	4	1	4
229	56	Royal Mail,	140.00	65.00	4	1	2
234	52	Rudge,	135.00	90.00	4	1	1
235	55	Col. Lt. Roadster,	150.00	100.00	4	1	1
236	56	Columbia Expert,	132.50	70.00	3	1	4
237	48	Columbia Expert,	122.50	70.00	4	2	4
238	46	Special Facile,	123.00	80.00	4	1	1
239	52	Columbia Expert,	127.50	90.00	4	1	4
240	52	Col. Tricycle 2-track,	165.00	100.00	4	1	2
244	45	Special Pony Star,	107.00	100.00	4	1	1
245	54	Royal Mail,	140.00	95.00	4	1	1
246	52	Columbia Expert,	137.50	90.00	1	1	1
247	54	New Rapid,	150.00	110.00	3	1	1
248	50	Ideal,	80.00	45.00	4	4	1
249	52	Columbia Expert,	127.50	60.00	4	1	4
250	52	Columbia Expert,	127.50	90.00	3	1	1
252	56	British Challenge,	150.00	70.00	1	1	5
253	48	Special Star,	145.00	105.00	4	1	1
254	50	Special Sanspl.,	127.50	60.00	1	1	2

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NEW YORK BICYCLE COMPANY,

38 Park Place, New York.

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Bi CYCLE Tri

THE NEW RAPID was the first Bicycle made with a "true tangent wheel." This wheel has been proven incomparably stronger than any other, and though formerly pooh-poohed by the trade its success has led it to be copied by numerous manufacturers in England and on this side by the Pope M'g Co., the Overman Wheel Co. and others. "Imitation is the sincerest form of flattery."

THE NEW RAPID was the first Bicycle to use a continuous tubular steel detachable handle-bar, which, though readily detachable, cannot possibly work loose. This is warranted.

THE NEW RAPID was the first Bicycle to use a thickened bottomed hollow felloe, brazed on the inside, showing no seam.

THE NEW RAPID was the first Bicycle to use pure black rubber tires—so pure that they would float in water.

THE NEW RAPID has balls all over (including a ball head) made with such accuracy that rear wheels have been known to spin over 15 minutes.

THE NEW RAPID weighs—50-in. Roadster, 40 pounds; 50-in. Light Roadster, 36 pounds—yet, owing to their peculiar construction, are guaranteed the stiffest and strongest wheels on this market.

THE NEW RAPID has hundreds of testimonials, ALL proclaiming it to be the best hill climber and the easiest runner.

THE NEW RAPID, although on the American market for two years, has never known a broken backbone, spoke, handle-bar, back or front fork, or buckled wheel.

THE NEW RAPID is fitted with Pear, T or spade handles; Lillibridge, Cobblestone or Kirkpatrick Saddle.

THE NEW RAPID is the highest grade Bicycle ever offered to the American public—is all steel and positively interchangeable—duplicate parts being kept in stock.

THE QUADRANT led the way with the large steering wheel and its success compelled others to follow.

THE QUADRANT led the way with a RIGID steering wheel—a *sine qua non*.

THE QUADRANT led the way in the proper distribution of the rider's weight.

THE QUADRANT led the way with a central geared axle and with a long bridge over the axle.

THE QUADRANT never knew a Stanley head or a steering fork, a bell balance gear or a tip rod, an automatic gear or a stuffing box, a jointed neck or an antivibration spring; nor any such past or passing contrivances.

THE QUADRANT led the way—was original—has served as a model for imitation and continues still the only true principle for a velocipede of three wheels.

THE QUADRANT has done a mile *on the road* in 2 min. 38 sec.—never yet approached. Has won every hill-climbing contest it ever entered—notably the great Weatheroak contest, in which it finished 1st, 2nd and 3rd with Bicycles, Tricycles and Safeties against it. It holds the United States road record 50 to 100 miles, done on a roadster—the 5 miles 1887 championship of England, and has won innumerable contests at home and abroad.

THE QUADRANT is made by a firm who manufacture no other machines but Tricycles—who pay their men by the week (no piece work)—who take pride in the history and traditions of their machines—hence their pre-eminent superiority.

THE QUADRANT is guaranteed, and the machines we import are specially built for American roads—possessing elements of strength to be found in no other machines.

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AN AUTUMN TOUR.

THROUGH PENNSYLVANIA, NEW YORK, AND NEW JERSEY, BY FOUR MEMBERS OF THE BROOKLYN BICYCLE CLUB.

[Written for THE WHEEL.]

Part I.

Seven o'clock Saturday morning, Sept. 10th, saw us ready for the start, that is three of us, for Charlie was late as usual. So after waiting as long as was possible we started without him. He caught us at the ferry, having cleaned considerable of the mud from the pavements in his haste to catch us, at least we thought so when he appeared, but as there were no bones broken, and enough of his wheel remained to ride on, we took the annex and were soon aboard the train at Jersey City.

We went by the New York, Susquehanna and Western R. R. to the Water Gap, from which place we were to commence our journey. We took this road not to save time, but to see scenery. Time was no object to us, at least we thought so before we reached the Water Gap. At a little station called Two Bridges, by way of variety, we had to change cars, but this was a pleasant relaxation from the monotony of the ride. We now began to get hungry and foraging was in order. At the frequent stations beyond we had ample time to visit the neighboring orchards while the train disgorged its load of empty milk cans at every farm house and cross road. In this way we kept body and soul together until Dunnfield was reached, where we disembarked. During the last twenty-five miles or so of our journey by train we particularly noted the seeming excellence of all the country roads passed at stations or en route. The general topography of the country was hilly, but the roads were mostly of slate with surfaces that appeared very smooth and rideable. At Dunnfield, through the courtesy of the General Passenger Agent of the Railroad, we were met by a small steamboat, which took us up the river, through the Gap, and landed us at the Kittittiny House. This steamboat was a marvel in her way, and an apt illustration of the economy of labor. Her crew consisted of one man, who acted in the several capacities of captain, pilot, engineer, fireman and deck hand. We wondered how we were to get aboard, there being no landing in sight; but the matter was soon solved. The captain simply ran the boat ashore as far as possible, and threw out a plank, across which we walked aboard, trundling our wheels wheelbarrow fashion. The plank was then utilized to push the boat off, and an attempt made to start the engine. It being caught on center, the crew jumped on the connecting rod, and it started at a great rate.

The Water Gap, as all know, is a beautiful place, but to thoroughly appreciate its beauties a sail through it should not be missed. If you look down you perceive a narrow gorge, in shape not unlike a shepherd's crook, straight for a mile or more, then making a sharp curve to the left and disappearing. This gorge—along whose bottom pours the silent Delaware—is confined between—

cloven through—long, steep ridges, a thousand or more feet high, densely wooded to their summits, with the exception of one or two spots where the mountain side appears too steep for anything to cling, and the bare rock is exposed. These ridges terminate abruptly at the mouth of the Gap and form two bold and majestic headlands; the river resting between them goes wandering on in shining curves, and is presently lost in the vast dim expanse of the valley below. If one turns and looks up from the Gap, he will see the Kittittiny House on the 1-ft, perched on a precipice overlooking the valley, so sumptuously cushioned and draped with foliage that no glimpse of the rock appears. The building seems very airily situated, and has the appearance of being on a shelf half way up the wooded mountain side, and as it is remote and isolated it makes a strong mark against the lofty rampart at its back.

We toiled up the steep ascent from the river bank to the hotel, where we had dinner and rested until half past three o'clock, when we commenced our journey a wheel that was to terminate at New York by a circuitous route of about three hundred miles.

We started in grand style, determined to conquer the not too gentle rise beyond, or at least ride beyond the gaze of the assembled multitude or perish in the attempt. We succeeded, but the climb was our first after a hearty dinner, and it was tough; and on the ensuing steep decline down into the village, two of the party walked, while the other two as they rushed down the grade listening to the merry tattoo of their little wheels as they frisked through the air from rock to rock, and nearly biting their tongues off from the gentle jerk of each succeeding "thank-you-marm," wished they had been walking also. Fortune favored us; accidents we had none, and as the hills increased in number and in size, we increase in strength, and the twelve miles ensuing between the Gap and Bushkill, generally reported to be terrors, we really enjoyed and found the riding good. It was not our policy to hurry, at least it was not the policy of the entire party; and as it was deemed best to keep together in case of an attack by savages or wolves we did not reach Bushkill until five-thirty. Dingmans, our halting place, was twelve miles beyond; and the sun sinking on the hill tops warned us to delay but little. Climbing the steep ascent out from Bushkill we struck that indescribably fine surface for which the riding along this famous valley is so justly celebrated, and started at a brisk pace calculated to bring us through by daylight; but the previous hill work had told upon the chief kicker of the party, and the rapid pedaling soon induced cramps, which necessitated a halt and delay to get the weary man in rideable condition. The gathering shades of night gave us little time to loiter or to enjoy the beauties of the scene; but it was a fine sight to see the evening sunlight suddenly strike the leafy declivity of the opposite mountain side, and drench it as with a luminous spray, while we and our surroundings were in deep shadow. Darkness had fallen ere we reached our resting place, but the uniform excellence of the roadway set at rest all fears, and a merry pace was held until we arrived at the Bellevue, and announced ourselves. We were expected, and, though late, received a cordial welcome, and soon satisfied a hearty appetite with the good supper "mine host" had prepared. That night we went to bed and to sleep early, but awoke with the first streak of dawn, and partaking of a light lunch that had been left for us, more asleep than awake, we wheeled through the sharp, frosty air for about a mile, back from the town, where, leaving our wheels leaning against the friendly walls of an old and dilapidated mill, we proceeded afoot to search for the beauties we were told lay in the glen beyond. One never tires of poking about in the dense woods that clothe all these hills to their summits. The quiet solitude of the forest has a beguiling and impressive charm, and as we wandered up that mountain path, beside a madly rushing brook, the first rays of the rising sun just glinting o'er the hill tops, and the fresh dew sparkling on every leaf and bough, the scene was one not readily forgotten. A walk of fifteen minutes brought us to a clearing through which we passed, and crossed a little rustic footbridge over the rushing stream, and following a well defined trail we in a moment reached the "Silver Thread," a stream of crystal, scant two feet wide, leaping from cliff to cliff, yet scarce broken in its fall of two hundred feet through the rocky gorge, from the mountain above to the pool at our feet. It was not grand; it was not imposing nor majestic, but it was beautiful;

a gem of waterfalls. I have never enjoyed a scene with such serene and satisfying charm about it as this. We climbed the cliffs and viewed it from all vantage spots, but it lost none of its charms from any point of view. Retracing our steps to the mountain path, a climb of half a mile or so brought us to the High Falls, a rushing, roaring torrent, tumbling over the mountain side in mad hurly-burly through a deep gorge, worn out of the solid rock by its violent and unceasing action. A hasty climb to the top was all we had time for, though we could have lingered half a day or more amid the beauties of nature that surrounded us. It being near breakfast time, a quick return was made to the hotel, and after a hurried but hearty meal we were in the saddle at nine o'clock, en route for Port Jervis, and dinner, sixteen miles away. The ride of the morning was not less charming than that of the evening before; but it is as you rise the hill just going into Milford that the grandest view appears. To the north one looks up the Delaware Valley, to the south he looks down it. This first affords the most extensive view, and one of the loveliest that can be imagined too. Out of a billowy upheaval of vivid green, a rifle shot removed, rises the forest clad hills of the Jersey shore, royal, still and beautiful. Behind, swells a great dome shaped hill, and beyond that a nobler one. We look down upon the compact little town, and from the woods beyond a pretty stream winds its way to the broad bosom of the Delaware. Ahead the view broadens, and through the valley you gaze out over the plain, which stretches away, softly and richly tinted, grows gradually and dreamingly indistinct, and finally melts imperceptibly into the remote horizon. We descend the hill to the town, and soon through it, and an hour later finds us at the Delaware House at Port Jervis. Bon.

"WHO BE THEM FELLERS?"

WR ARE: A. B. BARKMAN, W. E. FULLER, F. M. DEMAREST, C. F. ACKERSON,

of the Brooklyn Bicycle Club, and we left Brooklyn, Saturday, Sept. 10th, 1887, for a week's tour, wheeling from Delaware Water Gap, through Bushkill, Dingmans, Port Jervis, Cuddebackville, Middletown, Montgomery, New Hurley, New Paltz, Poughkeepsie, Wappingers, Fishkill, Newburgh, Canterbury, Highland Mills, Tuxedo Staatsburgh, Ringwood, Hewitt, Greenwood Lake, Newfoundland, Oak Ridge, Upper and Lower Lingwood, Mt. Hope, Bockaway, Morristown, Summit, Milburn and Orange to New York, where we expect to arrive Saturday evening, Sept. 17. Total about 300 miles.

The machine is a bicycle. All the metal parts are steel, the tires are rubber and will last about five years; please do not cut or handle them. The instrument on the axle is not a compass but a cyclometer, and records the miles traveled, the bundles contain extra clothing. The machines cost from \$100 to \$150, and will last indefinitely if you replace the worn parts and keep it in good order; they weigh about forty pounds; yes, a good rider can beat a fast horse, can kill him in a day; yes, they race with them, the fastest time is one mile in 2.29 and twenty-one miles in the hour; we are riding from forty to fifty miles daily, and we can ride over one hundred miles per day, some riders have ridden three hundred miles in a day; no, it does not tire us much; yes, we enjoy it and do not think it hard work; it is very easy to learn to ride and generally takes a week; you are quite welcome, don't mention it, good-bye.

LADIES' TOUR ALONG THE NORTH SHORE.

Arrangements for the third annual tour of lady tricyclists along the north shore are progressing famously, and there is every indication of a most successful run. The programme has been arranged by Tourmaster W. W. Stall, and is as follows:

First day, Thursday, Oct. 6.—Leave Malden square at 9.30 A. M., ride to Salem (13½ miles), dinner at Essex House at 12 M. Leave Salem at 1.30 and ride to Gloucester (15½ miles), supper and lodging at Pavilion. Ride of first day, 29 miles.

Second day, Friday, Oct. 7.—Gloucester to Gloucester around Cape Ann. The whole day will be given to this trip, and a picnic lunch will be served on the rocks at Pigeon Cove. Start promptly at 9 A. M., 6 o'clock dinner and lodging at Pavilion. Ride of second day, 17 miles.

Third day, Saturday, Oct. 8.—Start at 9 A. M. ride to Magnolia (4¼ miles) and visit Rafe's Chasm, Norman's Woe, etc.; dinner at Willow

Cottage; start at 2 P. M., and ride to Salem (13½ miles); supper and lodging at Essex House. Ride of third day, 17½ miles.

Fourth day, Sunday, Oct. 9—Leave Essex House at 9 A. M.; ride to Marblehead Neck at Nahant, stopping a short time at each place; dinner at Nahant, 2 P. M.; the homeward run to suit the pleasure of the party. Ride of fourth day (to Nahant), 10 miles.

A wagon carrying parts of wheels and two spare machines, also oil, etc., will accompany the party, and a mechanic will go with this, who will be useful in the case of breakdowns. There will be room in the wagon for extra baggage and for wheels that come to grief.

All parties who wish to participate, in the tour should enter their names at once with the tourmaster, and send with their entry a deposit of three dollars each, which will be used for necessary expenses incident to the tour, the ambulance forming the larger item. For further particulars, address any member of the committee or the tourmaster.

Committee: Mrs. and Mr. W. W. Stall, 509 Tremont street, Boston; Mrs. and Mr. Abbot Bassett, 22 School street, Boston; Mrs. and Mr. Charles Hopkins, 39 Cornhill, Boston.

A DELIGHTFUL TOUR.

TWO WEEKS. 375 MILES.

Messrs. Sheffield and Bradley, of the Ilderan Club, have just returned from a delightful two weeks' tour of over 375 miles. Only one accident occurred to mar the tour.

Starting from Newark they wheeled across the mountains of Northern New Jersey.

From Morristown they wheeled, or rather walked, amidst beautiful scenery, to the Delaware Water Gap. Between those two points it was impossible to wheel more than 4½ miles per hour on account of heavy grades and poor surfaces.

After visiting all the principal points at the Gap, the most suggestive, though not most prominent, being "Lovers Retreat," they wheeled along the famous Delaware River road to Milford, where genial host Crissman took us in charge.

"Frank" rides a wheel himself. He brought forth some records, made by Halsted of the Harlem's, one being from Milford to Port Jarvis (7½ miles) in 25 minutes and 40 seconds; fast time.

From Milford excellent wheeling was found through Orange County by way of Middletown and Montgomery to Newburgh.

Crossing the Hudson to Fishkill, Poughkeepsie was soon reached over sand-papered roads. Here we were most hospitably entertained by the Poughkeepsie Bi-Club boys, who showed us the town pretty thoroughly.

Thanks are especially due to Messrs. Stewart, Ostrander and Sterling, as well as several others whose names we do not recollect, who escorted us a few miles on our way. Mr. Stewart introduced us into his uncle's watermelon patch, when the melons suffered for an hour.

The boys are all working hard in the interest of the race-meet, set down for October 1.

A large and prominent field of entries should be theirs if \$300 worth of prizes speak for anything.

From Poughkeepsie to Blue Stores we follow the Post Road, instead of turning left at B. S. The following is recommended, as it avoids the clay in vicinity of Hudson:

Hold Post Road to Johnston, thence to Claverack, where, in village, take road to right of that which has sign reading "Hudson, four miles."

Hold same to brick tavern, a large, red brick building, where turn left into the Post Road, seven miles from Kinderhook.

At Albany we were taken in tow by W. Honig, Secretary of the Albany Bi. Club.

In the evening we were guests at their club house, which is pleasantly situated and elegantly furnished.

Leaving Albany for Saratoga, our hardest afternoon's ride is encountered, the roads being muddy, and rain falling more or less all the afternoon.

On account of muddy and slippery streets we were compelled to do the tour on foot.

From here we trained to Caldwell, sailed the wonderful Lake George, the scenery of which is beyond my description. Then crossing into Vermont, we begin what we looked forward to as one of our most pleasant runs, it being through Vermont to Troy, N. Y.

On starting, we feel the cold very much, and are

compelled to set a scorching pace for a short time, but soon slow up, for scorching is not touring.

At noon, while coasting into Granville, Sheffield took a bad header, spraining his ankle badly.

Thus the tour was cut short by two days, amidst one of the most pleasant parts of our trip. The scenery in Vermont is grand, the foliage just beginning to turn, showing many variegated colors.

East of us the Green Mountains loomed up, appearing almost like clouds.

There is no more comfortable, nor appropriate time for touring than September and October, "When the leaves begin to fall." Training to Troy, boat was taken for New York, where our tour ended. B.

A CYCLING PATRIARCH AT HOME.

It was one of the brightest of spring mornings, when we last visited the Patriarch. The rolling South Downs of England were looking their very best, the hedges were gay with primroses and full of architectural bird life. Sturdy, white-haired little Sussex boys and girls, with just those same bright blue eyes, and innocent faces, that moved good Bishop Gregory to call them angels, so long ago in far away Rome, ceased from making mental notes of the aforementioned nests, and turned to gaze in shy, open-mouthed wonder, as we rode on. Past the duck-pond, over the common, down the lane opposite the clump of Scotch firs, and here we are at the Patriarch's home.

Cob Court is as eccentric, and original as its owner, and has about it much of the genial warmth which that owner is never found wanting in. A low square house, speaking generally, but with all sorts of excrescences, as it were, breaking out in all directions. Here a tower, with unstable looks, soars skyward; this is the observatory where, with the aid of a tremendous telescope the Patriarch studies the heavenly bodies, and some that are not heavenly, if the country folk are to be believed. There a strange jumble of sheds with colored glass windows (suggesting something of an ambitious church in a bad way of business) attracts the attention. This is the studio, devoted to portraiture. The Patriarch has made more enemies by taking people's portraits than he has by all other causes put together. Other sheds, for sheds they simply are, serve for horse and cycle stables, or warehouses for the accumulated lumber of years.

There are no nonsensical passages, or entrance halls at Cob Court, but having once crossed the threshold, the visitor immediately finds himself in the drawing room, with a delightful absence of formality. This free and easy—some would say, untidy style—is kept up in the room itself. An old gun stands in one corner, pictures of horses decorate the walls, mysterious glasses and instruments are scattered about, after the manner of those old prints of alchemists, and a stuffed fox snarls eternally in his glass case. Before the fireplace is a large rug, the skin of a favorite horse, and from the open French window, charming glimpses are obtained of an old-fashioned garden, a soft lawn, where an old retriever stretches himself, and dreams of his hunting days. From this it will be gathered the Patriarch is of a sporting turn; he was in fact one of the boldest riders to hounds in the county. It is related of him in his younger days, that on the hunt unexpectedly passing his house, he caught a horse and rode to the death without a saddle or bridle. But a man with the weight of some eighty summers on him has no business in the hunting field. This fact was impressed on him one day, when he found himself tearing down a precipitous hill, in imminent risk of leaving his saddle. He vowed to heaven that if he came safely to the bottom, he would never hunt again, and he faithfully kept his oath. But though his body might be feeling the inevitable effects of age, his spirit was as full of ardor as when he rode to the hunt on a bare-backed steed.

Something must be done! Happy thought! Have a bicycle; and a bicycle he had. This is, I think, about record, for a man of the Patriarch's age, to take to bicycling and become an accomplished rider; but behind our hero. Tall, thin, dressed like a house painter, with a sharp, keen face, well covered with a disorderly beard, not so very grey, and restless, piercing eyes, that shot out rays of kindly affection, such was the man, who burst into the room, and clasped our hands in succession, with all the impetuosity of a boy of fifteen.

When wheeler meets wheeler, then comes the cycling jaw, to modernize an old saying; and we were no exception to the rule, but gearing, break power, the want of tenacity in tyres, and such

like engrossing subjects, were duly threshed out. Neither did we neglect to abuse the makers, and they suffered terribly at our hands, poor fellows!

"But you must come out and see my machines," he said, and we, nothing loathe, followed, accompanied by Mrs. Patriarch. The door of a roomy shed creaked on its hinges, and there before us were cycles of nearly every variety of pattern. A most antiquated bone shaker reposed in one corner, a whole genealogy of bicycles kept him company, down to most modern times, tricycles, rear-steering, front-steering, double-steering, and no steering at all, of all ages, all patterns, were tumbled together, in apparently hopeless confusion; but all the machines had at least this one quality in common—they were fast going to rack and ruin, from want of proper attention.

Nothing would suit the Patriarch but that we must haul out the whole lot, and duly examine them—a beastly, dirty job. When all were fairly out they occupied about an acre of ground; nearly all had some little history attached to them, generally of a cropper nature. The Patriarch indeed distinguished his machines, not by the catalogued name, as an ordinary cyclist would, but by the name of the place where he had a real good smash on it. "Ah, I had a terrible cropper off this machine," he said, complacently patting a tall bicycle. "Oh, it was a fall," echoed Mrs. P., with a womanly shudder, "but he is so daring." "It happened on Wind Mill Hill," he went on, "which, you know, drops nearly sheer down for about a mile. Well, I had my legs over the handles, and as the brake was out of order and would not work, the pace became rather fast, when suddenly I went over a stone, and, strange to say, was precipitated with considerable violence to the ground. I was unable to ride for some time after." We said, "Indeed." He evidently had a great respect for the bicycle that had given him such "a terrible cropper."

Some of his machines he had hardly fallen off of, worth speaking of; these were nameless ones, and were passed over with the contempt they deserved. I tried a Rudge racing tricycle from the stud; the steering could hardly be moved. "Don't you think the steering is too tight, sir?" "Oh, no. I like it tight, because you see, when I ride down a steep hill I fix the handle straight; put up my legs—and there you are." We again remarked, "Indeed."

During our inspection, two old hunters came up and hung their melancholy heads over the paddock fence. They were poor depressed brutes, at the sight of these new fangled machines, and seemed to be wondering what their poor old master was coming to. One gave a piteous neigh, and slowly galloped from the scene; it was too much for him; the other looked as if he thought that the sooner he was turned into a companion hearth-rug to the one in the drawing room, the better it would be. As we rode on our tandem to the end of the lane, we turned to wave a farewell and saw the game old man in the midst of his machines, his face beaming over the "Wind Mill Hill" signaling God-speeds for our long journey home.

FREE LANCE.

A NEW TRICYCLE.

A WHEEL OF GREAT PROMISE.

The Marlin's Fire Arms Company of New Haven have been working three years on a tricycle, which they have about perfected. The wheel is "tried" by a wheelman, so that when it "comes out" as it probably will next spring, it will not be an impracticable agglomeration of useless steel. It is a three tracker and will weigh sixty-five pounds for the road. It can be narrowed for storing or widened to fit the tracks of a country road. It will be a central chain driver, geared to sixty inches. The wheels will be fitted with a new form of bearings, which the inventor declares even less frictionless and less bothersome than ball bearings. There will be a clutch arrangement so that if one wheel strikes a stone, instead of veering the tricycle around out of its course, it will simply run over it. It is a bicycle steerer, with a thirty-inch steering wheel. No foot-rests are necessary for coasting, for the wheels may run along without affecting the pedals.

Why do you allow your machine to remain rusty when you can, with one bottle of the G. & J. Retouching Enamel, make it look almost new? It costs only 75c., and does the work. The Gormully & Jeffrey Mfg. Co., of Chicago, will be pleased to send their catalogue on application. *

WHEEL GOSSIP.

Crist rode a practice mile at Roseville in 2:35 on Thursday last.

E. I. Halstead developed remarkable form at the Roseville Meet, riding the full mile in 2:44 4-5.

The Pope Mfg. Co. intend to issue an advertising book, containing a collection of articles referring to tricycling for ladies.

New Haven has a thousand wheelmen, a club with 120 members, and any street in the city may be ridden safely and comfortably.

HOWELL ATTEMPTS RECORD.—R. Howell recently attempted to make a five-mile record, but failed, his ride occupying 14m. 20s.

United States Marshal Stafford, who is a trustee in Dr. Talmage's church, has applied for admission to the Long Island Wheelmen.

The Ilderan Club will hold a Century Run on October 9, and a ten mile club race over the Irvington-Milburn course on October 16.

A well-known lady rider reports that since the passage of the Liberty bill she has noticed a large number of new lady riders in the Park.

The Agricultural Fair Association of Herkimer have presented George W. Nellis, Jr., with a gold medal, commemorative of his transcontinental trip.

The L. I. W. will occupy their house about October 1. A formal house-warming will be given when the members become accustomed to their new home.

A race meet will be held at the Gentlemen's Driving Park, Pittsburg, Pa., on September 29. Entries close September 27 with W. D. Banker, Old City Hall, Pittsburg.

The Orange Wanderers' meet, held on Saturday last, was a success. The features of the meet were Cris's fast mile, Stenken's notable effort and Burdick's fine home-sprint in the two miles.

A two mile handicap and a mile scratch race will be held at Wilmington, Delaware, on October 8. Entrance fee, fifty cents for each event; close October 1 with Secretary Warren Athletic Club, Wilmington.

The Citizens had a "rousing" meeting last Monday. Four new members were admitted, the Treasurer's strong box was reported as being in an apoplectic condition, and a collation was served after the meeting.

The New Orleans race meet attracted 3,000 people, two-thirds of whom were ladies. A combination of sunshine, blue sky, and music made a gala occasion. Cycling has evidently taken a firm grip in the South.

Messrs. Sheffield and Bradley send us a sketch of a delightful two days' tour. Their course was typed out through the Oranges, Morristown and the Delaware Water Gap, up through Orange County, over to Newburgh, and along the Hudson to Troy.

The annual Fall games of the New York Athletic Club will be held at their grounds at Mott Haven, 150th street and Mott Avenue, on Saturday, October 1, at 2:30 P. M. Among the events is a two miles handicap. The prizes given by this club are always of considerable beauty and value.

L. J. Kolb won the mile-and-a-half bicycle championship at the Annual Championship games, held on Saturday last, at the Manhattan Athletic Club Grounds. J. W. Powers was second by a foot, though he might have won easily had he used a little judgment, and P. M. Harris, third; time, 4:32 4-5.

"Free Lance" sends us a little sketch of "A Cycling Patriarch at Home." "Free Lance" is not quite a Ruskin, nor yet a Longfellow, but he has a deep appreciation of the beauties of nature, and the picture of English home life he presents, with the picturesque old patriarch, and his dogs, and his wheels may be read with pleasure.

The Manhattan Bicycle Club's run last Sunday was to Orange, N. J. A delightful ride from Newark, along Park Avenue, was followed by a dinner at the Mansion House the League hotel. Some then went to Montclair, while others participated in a parade around Orange. There were twenty-five members present and about thirty-five miles were covered. SEC.

Dr. W. G. Kendall, of the Boston Club, states

that when a rider feels very tired, almost incapable of further exertion, he may recuperate to a certain extent by lying fully extended, face downward on the grass. This plan is worthy of a trial, since it gives the surplus blood in the calves a chance to regain its normal position and condition in the upper parts of the body.

New Castle Bicycle Race Meet September 23. events: one mile novice; one mile open; one mile 3:10 class; one-quarter mile open; one-quarter mile boys under fourteen; one mile 3:00 class; one mile safety; half-mile open; half-mile boys under sixteen; two mile handicap; one mile 3:20 class; three mile lap. Entries close with C. L. White, Secretary, P. O. Box 1283, New Castle, Pa.

THIRSTY LONG ISLAND WHEELMEN.—I desire to inform my fellow tourists that at the corner of the Jericho Pike and Old Court House Cross Roads there resides a genial old farmer, Valentine by name, who, if properly approached will supply the thirsty cyclist with the richest and purest of ice cold milk at the enormous sum of five cents per quart. This is getting to be a famous stopping place with those who are on to the racket, and, being just about half way between Jamaica and Jericho, it is reached at just about the time one has a strong desire to liquidate.—BON, in Bulletin.

A tricycle event should be a feature of every race-meet programme. It is a good chance to show the ladies as well as timorous, hyper-cautious or elderly gentlemen that they too can cycle. The general custom at present is to have no tricycle event, and when such have been held, they have been but sorry exhibitions. Manufacturers, to whom race meet managers so often appeal for aid, should insist on a handicap tricycle race being run at every meet with which they have ought to do. Indeed, they should go even further; they might loan the men a couple of racing trikes, for the great green public is affected by time, and the trike now has the reputation of being "slow."

A jolly party from the Citizens' Club made an all-day run to Yonkers on Tuesday last, dining at the Mansion House. The trip was made eventful by the presence of the "Old Guard"—no less than five of the original twelve charter members being present. Mr. M. Kuramachi, of the Japanese Trading Company, and Mr. Thomas Stevens, of Globe-Girdling fame, were also present. Mr. Karl Kron was also invited, but sent regrets. The riders who enjoyed the run were: Rev. T. McKee Brown, George E. Dunlap, Richard Nelson, Knight L. Clapp, Elliott Mason, Thomas C. Smith, A. E. Paillard, George Martin Huss, Thomas Brown, Jr., E. Benedict Frisbee, M. Kuramachi and Thomas Stevens.

THE CLERMONT.—The American Hotel with the very English name which decorates the head of the beautiful Riverside drive, is not worthy the patronage of any wheelman who values rapid, effective and respectful service. Some weeks since, by request, we warned wheelmen of the treatment all riders receive at this house. A gentleman writes us that it has in no way abated. On Sunday evening last he stopped at the Clermont with two friends. The waiter treated them with condescension and insolence. Prices at the Clermont are high, and any one who is willing to pay them is entitled to the servility which only a long pocketbook can command. The Chief Consul should look up some more accommodating hotel on the West side of town.

Messrs. Maltby, the fancy rider, and Aginton, the fancy roller skater, have recently arrived in England, and are dividing the honors and shekels with Temple. Aginton left Boston in October, 1885, and after showing in the principal cities in the Union, was joined by Maltby. The two then went to the Sandwich Islands, where the natives went wild over both skating and riding. King Kalakua visited their performances several times. In Melbourne, Australia, they spent five months. This they consider the greatest sporting country in the world. At the Melbourne Cricket Grounds they showed to 22,000 people. After a visit to Tasmania and Launceston, they went to Singapore, Penang, Bombay and Simla, and afterwards to England.

The *Bicycling World* has affectionately answered the St. Louis *Spectator's* wail, to wit: "I cannot see that any real benefit has ever occurred to humanity from horse, boat or bicycle racing." Aside from the *World's* logical refutation of their statement, we desire to add, somewhat sentimentally perhaps, that the man is not properly organized

whose senses of admiration, envy and emulation are not awakened by a Rowe or a Hanlan. Muscle will continue to be admired notwithstanding the rapid strides we are making toward pure intellectuality. The perfect man is a well balanced combination of mind and muscle, and it is the duty of brainy men not to neglect their muscles. This neglect is brought most poignantly to the mind by the apparition of a perfectly developed athlete.

At this time of the year, the leaves begin to fall; so do the records. This year Lynn will be the scene of the record breaking attempts. Our esteemed contemporary, the *Bicycling World*, agrees with us that records made in public competitions are more valuable for advertising purposes than those made in bouts with the watch. We believe no tournament projectors have offered "sufficient inducements" to any of the men who are capable of knocking out the scythe beam. But this is not the fault of the meet managers, but of the public, whose illiberal support does not admit of the employment of these cycling "stars." We think it would have been wise had the manufacturers sent their teams to the various tournaments, with orders not only to win, but to win in as fast time as possible.

WHEELMEN'S DAY IN MINNEAPOLIS.

MINNEAPOLIS, Sept. 19, 1887.

With all the manifold events of the past week, and multitudes of attractions offered by the State Fair and Exposition, both in full blast at the same time, cycling has had its share of attention, and those devotees who were able to get the requisite spare time have enjoyed themselves.

Thursday last was set as the day for our State L. A. W. meet, and also appointed "Wheelmen's Day" at the Exposition, but whether the notice came too near the day appointed, or for other reasons, I know not. The attendance at a meeting held for election of Treasurer and Secretary, appointing the various committees, etc., was less than a quorum—that number being but fifteen—and so nothing was done. If a male vote is taken, and as many as fifteen voters heard from, it is likely the present incumbent will continue to fill the office. It is rumored that Mr. Heath, the present Chief Consul, thinks of resigning the position, giving as his reason that a constantly increasing business prevents his properly attending to the duties of a Consul as they should be attended to. Several wheelmen are mentioned as his successors, but I believe that there is no authority for naming any one thus early in the day. In case of Mr. Heath's retiring, the loss will be felt by all wheelmen in the State, especially by those who have come in contact with him, either in a business or social way.

On Thursday evening, the 15th, another Lantern Parade was held, but this time with a much smaller attendance, about twenty-five riders being in line. The line of parade was somewhat broken in on and hindered by the large crowds gathered to witness the Knight Templars' Drill, but valiant efforts of the police escort cleared a path, and we rode directly to the Exposition Building, each rider having been given a ticket of admission. A fine display of fireworks "brought the evening to a fitting conclusion," as the society reporters gracefully put it.

On Friday afternoon several races were held at Lake Harriet, under management of the Mercury and Minneapolis Clubs, permission having been obtained of the Park Commissioners. Here let me insert the courteous reply of the President of the Park Board, as showing the friendly feelings existing between them and the wheelmen here.

"MINNEAPOLIS, MINN., Sept. 15, 1887.

"J. PURVIS BRUCE, Esq., Tribune Building.

"DEAR SIR: Your favor of to-day, requesting the use of the Harriet Boulevard for the bicycle races to-morrow, just reached me.

"My engagements this afternoon and to-morrow are such that it will be impossible for me to see Mr. Berry, the Sup't, and if I could I do not know that he has a team at the lake to draw the roller. I think he discharged his whole force yesterday. It is with great pleasure that I give permission to use the boulevard, and I sincerely wish that it were in better condition. I will write a note to the Sup't, requesting him to roll the road, but fear it will not reach him in time.

"Very truly yours,

"C. M. LORING, Prest."

The only comment to be made is that the recipient of the note, happening to be at Lake Harriet an hour later, found the road then being rolled.

The day of the races was bright and pleasant,

but a strong head-wind blew down the track at the finish, making very fast time impossible. Races were called at about three o'clock, T. M. Slosson and F. W. Pierce officiating as judges, E. H. Kimball as timer, and L. B. Graves as referee. Messrs. Heath and Leland acted as clerks of the course, and generally managed the races. Following are the races, in the order that they occurred:

ONE MILE AMATEUR.—Colie Bell, 2m. 57s.; G. L. Hunt, Bismarck, D. T., second; H. Schroeder, A. N. Perry, J. Purvis Bruce, F. L. McLellan.

THREE MILE AMATEUR.—Colie Bell, 9m. 41s.; E. A. Savage, second; E. J. Hale; H. Lackor; J. P. Bruce.

ONE-HALF MILE AMATEUR.—Colie Bell and E. J. Hale tied for first place; time, 1m. 29.2-5s. F. L. McLellan, second; E. A. Savage, third. Owing to Hale's taking part in the 5 miles race, later on, this tie was not run off, but will be decided next Thursday, and fun may be looked for at that time.

ONE MILE TRICYCLE AMATEUR.—G. H. Bartlett, 3m. 34s.; J. P. Bruce, second. This was won easily by Bartlett, who led from the start, and was his first race of any sort, it being his first season's riding. Bruce, who was not satisfied with the result, has challenged him to another trial, and means to change the order of things at that time, as he labored under the disadvantage of being unused to his machine, and of having ridden in previous races.

FIVE MILE AMATEUR.—E. J. Hale, 17m. 30s.; J. Bruce, second; G. L. Hunt, Bismarck, D. T.; Harry Lackor; Colie Bell surpassed every one by the ease with which he pushed his Star to the front, and may be looked on as a coming racing man. He is young yet, but a fast and graceful rider, with good staying qualities. Even with the rolling it received, the Harriet Boulevard is not a success as a race-track, being very sandy and rutty in places, and no racing wheel could stand it.

To wind up the week with, some twenty of us took train to St. Paul last evening, and helped out the Y. M. C. A. Club with their parade. Thousands of spectators were out, and it was difficult to keep back the crowds so that we had room to pass. Although only some sixty were in line, a good appearance was made, especially in coming down Third street, which was brilliantly illuminated with thousands of colored globes, many handsome designs to be seen among them. The police deserve special mention for the admirable manner in which they handled the crowd and acted as escorts. A climb up a most tremendous hill and several miles' spin on asphalt pavements wound up the evening's fun, but I hope before the season closes the project of getting say a hundred and fifty wheelmen to go down and show the city of St. Paul a really large parade may be carried out. We can easily get special rates on the cars, a baggage-car to ourselves, and the fun of riding one evening on perfect roads will more than compensate for any trouble taken. Who will be the man to go ahead and agitate the idea? The Tribune's bicycle man has obtained pictures and short biographies of prominent wheelmen in the city, and is to write them up for Monday's issue. If they flatter, as much as some other sketches recently printed in its columns, he may be looked on as mounting a Victor about six o'clock to-morrow morning, and taking a vacation till the victims cease from their search for him. I will mail you a copy, but don't judge us (!) from our pictures. To-day is nearly a perfect one, bright and warm, and I'm sure you will be delighted to excuse me from any further duty while I mount my wheel and wend my way where nature puts on a brighter and more inviting aspect than the city presents. L. B. G.

ORANGE WANDERERS' RACE MEET.

CRIST'S FAST MILE.

The Orange Wanderer's race meets are always successful and the one held at Roseville, N. J., on Saturday last was no exception to the rule. Nearly a thousand people were present, the weather sunny and perfectly still and the track in good shape.

The officers of the day were: Referee, E. J. Shriver; Judges, G. C. Brown, E. W. Johnson, J. B. Lunger and R. M. Sawyer; Timers, J. F. Pedersen, J. W. Smith and F. S. Miller; Starter, L. H. Johnson; Scorers, J. M. McFadden, W. S. Booth and H. C. Douglass; Clerk of Course, H. C. Douglass; Assistant, W. Wallace.

A summary of the events is as follows:

ONE MILE NOVICES.—First Heat—E. P. Baggott, Hudson County Wheelmen, 3:08 4-5; T. L. Wilson, Brooklyn, 2d. Second Heat: H. Samson, Nyack, 3:11 2-5; J. T. Hall, Orange, 2d by a wheel's length. Final Heat—Baggott, 2:59 2-5; Hall, by two yards; Samson, close up.

ONE MILE TANDEM TRICYCLE.—Elizabeth Club Members—W. H. Caldwell and A. C. Jenkins, 3:30 3-5; J. C. Wetmore and W. W. Chester, by twenty yards. The latter team led till the last lap.

HALF-MILE HANDICAP.—C. E. Van Vleck, Montclair, 75 yards, 1:12 3-5; E. P. Baggott, Jersey City, 50 yards, 2d; C. E. Stenken, 25 yards, 3d; W. E. Crist, Washington scratch, 4th. There were six other starters; with handicaps ranging up to 150 yards. The four men were closely bunched at the finish.

Two Mile Race, Time Limit, 5:50.—H. L. Burdick, Albany, 5:52 1-5; W. E. Crist, 2d by a foot; H. J. Hall, Jr., Brooklyn, by two yards. T. W. Roberts, Poughkeepsie, o. The time for the first mile was 3:05 4-5 and of the last mile, 2:46 2-5.

The last lap was ridden at top speed. Twenty-five yards from the tape Burdick forged ahead and out-speeded Crist to the finish. The time being over 5:50, no prizes were awarded.

One Mile Handicap, Orange Wanderers.—W. L. Booth, 100 yards, 3:05 1-5; H. W. Smith, 100 yards, 2nd by forty yards; C. S. French, scratch, 3rd. One mile scratch 2:45 time limit. In this race, Crist announced his intention of making a fast mile. At the start Stenken cut out the pace for two laps. At the commencement of the last lap H. J. Hall, Jr., started in to make pace and rode with Crist to the finish. The times were $\frac{1}{4}$, 40 2-5; $\frac{1}{2}$, 1.19 1-5; 3-4, 2.00 2-5; 1 mile, 2:38 1-5. This is record for the Roseville track. Stenken finished it 2.41, a sterling performance, while E. I. Halstead and T. W. Roberts finished inside 2:45.

One Mile Tandem Tricycle Handicap.—W. E. Crist and H. J. Hall, scratch, 2:52; Wetmore and Chester, 300 yards, 2nd, by twenty-five yards; Stenken and Wilson, 150 yards, o. The last team withdrew early in the race, Stenken having slipped his pedal.

One-Half Mile Scratch.—C. A. Stenken, 1.27; W. E. Young, 2nd.

One Mile Lap Race.—Crist, 8 points, time, 3:01; Hall 7 points; Young, 3 points

Two Miles Handicap.—H. L. Burdick, 125 yards, 5:35 2-5; T. W. Roberts, —yards; 2nd; E. H. Parker, 250 yards, 3rd.

One Mile Consolation.—E. I. Halstead, 3.11 4-5; E. C. Parker, 2nd.

EAST HARTFORD RACE MEET

The third annual race meeting of the East Hartford Wheel Club, held on Saturday afternoon last, was largely attended. Delegations of wheelmen were present from this city, New Haven, New Britain, Waterbury, Springfield, Holyoke, and other places. The four-lap track was in good condition, and the weather was beautiful, giving promise of an afternoon of genuine sport. This was marred only by numerous headers, which, however, resulted in no serious injury to any of the riders.

The first "spill" was in the fourth trial heat of the first race—the half-mile handicap. Harding ran too close to the outer edge on the last turn, striking a soft place and falling. In the three-mile ten-minute class, on the lower turn of the last lap, Richmond's wheel "buckled" on smooth ground and he took a header, carrying down Smith and Wakefield, who were close behind. Immediately after the start in the one mile East Hartford 3:20 race, Coburn and Ensign locked pedals and fell, causing Shook to go down in the wreck. The worst accident of the afternoon was in the one mile lap, after Arnold had taken three laps and purposely dropped to the rear. Haradon, Dresser and Williams were fighting for the last lap when the former collided on the backstretch, carrying Williams down. Haradon turned a double somersault and was momentarily stunned, but after attendance by a doctor appeared in the three mile open race. Williams also had a bad fall, while Dresser picked himself up, remounted his wheel and finished second. On the second lap of the one mile 3:20 race Way was run into from behind and pushed against a single-strand wire fence, causing him to take a header. Of the eleven riders who took headers, none were injured other than a few bruises and scratches, and in no case was a machine wrecked.

The officers of the day were as follows: Referee, Andy O. McGarrett, Springfield; judges, E. A. Hill, Springfield, W. S. Richardson, and J.

M. Birmingham, Hartford; starter, E. O. Goodwin, East Hartford; timers, L. S. Forbes, East Hartford, Harry Cornish and D. J. Post, Hartford; scorers, J. O. Goodwin, A. A. Forbes, East Hartford; clerk of course, W. A. Ackley, East Hartford.

HALF-MILE HANDICAP—First Trial Heat.—Starters, H. K. Lee, George L. Bacon, G. L. Whitehead and E. N. Way, of Hartford; E. L. Outterson, of Holyoke, Mass. Won by Whitehead; Way, second; time, 47 $\frac{3}{4}$, 1:32 2-5.

SECOND TRIAL HEAT.—Starters, William H. Rhodes and F. E. King, of Hartford; Charles L. Snow, of East Hartford; H. C. Wakefield, of Springfield, Mass. Won by King; Rhodes second; time, 44, 1:29.

THIRD TRIAL HEAT.—Starters, Fred. L. Damery, D. P. Williams and Ludwig Forster, of Hartford; C. H. Thomas, of New Britain, George McClellan, of Holyoke, Mass; C. F. Richmond, of East Hartford. Won by Thomas; Damery second; time, 42, 1:27 3-4.

FOURTH TRIAL HEAT.—Starters, George C. Dresser and William Harding, of Hartford; H. B. Arnold, of New Britain; William M. Haradon and E. B. Smith, of Springfield. Won by Arnold, Dresser second; time 42 $\frac{1}{2}$, 1:26 $\frac{1}{2}$.

FINAL HEAT.—Starters, first and second men in each trial heat. Won by King (55 yards); Whitehead (55 yards), second; Dresser, (15 yards) third; time 41, 1:25. Arnold was scratch man, but was unable to overcome his handicap, although he made a hard push and would have finished in good position if he had not been "pocketed."

ONE MILE NOVICE.—FIRST TRIAL HEAT (quarter-mile)—Starters, F. E. King, of Hartford; William Hughes and Al. Hyatt, of Waterbury; E. E. Arnold and A. J. Ensign, of East Hartford; E. L. Outterson, of Holyoke, Mass. Won by King; Ensign second; Hyatt third; time, 45s.

SECOND TRIAL HEAT.—Starters, George L. Bacon, E. N. Way and G. I. Whitehead, of Hartford; F. G. Lull, Charles L. Snow and H. E. Coburn, of East Hartford. Won by Snow; Bacon second; Whitehead third; time, 46 3-4.

FINAL HEAT.—Starters, first, second and third men in each trial heat. Won by King; Snow second; Whitehead, third; time by quarters, 58, 1:28, 2:38 $\frac{1}{2}$, 3:23 1-5. King and Snow had an exciting finish, the former winning by less than a wheel.

THREE MILE TEN-MINUTE CLASS.—Starters, Ludwig Forster and H. K. Lee, of Hartford; E. B. Smith and H. C. Wakefield, of Springfield; Charles F. Richmond, of East Hartford; William Hughes, of Waterbury. Won by Forster; Smith, second; Wakefield, third; time by miles, 3:16, 6.34 $\frac{1}{2}$, 9:54.

ONE MILE OPEN.—Starters, George C. Dresser and William Harding, of Hartford; H. B. Arnold, of New Britain; William M. Haradon, of Springfield. Won by Arnold; Haradon, second; Harding, third; time by quarters, 53, 1:37, 2:22 $\frac{1}{2}$, 3:05. Harding set the pace for three laps, when Arnold spurred and finished an easy winner. Haradon and Harding had a hard fight for second place, but it was taken by the former by a few feet.

ONE MILE EAST HARTFORD 3:20 CLASS.—Starters, William James, E. E. Arnold, Elmer Shook, Charles Snow, A. J. Ensign, H. E. Coburn and F. G. Lull. Won by Snow; James, second; Lull, third; time by quarters, 56, 1:51, 2:46 $\frac{1}{2}$, 3:29. Snow and James made a pretty finish, the former crossing the tape a winner by one foot.

TWO MILE HANDICAP.—Starters, H. K. Lee (25 seconds), George L. Bacon (25 seconds), F. L. Damery (15 seconds) and Ludwig Forster (8 seconds), of Hartford; E. L. Outterson (25 seconds), of Holyoke, Mass.; H. C. Wakefield (20 seconds), William M. Haradon (5 seconds) and E. B. Smith (5 seconds), of Springfield. Won by Smith; Haradon, second; Forster, third; time by miles, 3:15 $\frac{1}{2}$, 6:04 $\frac{1}{2}$. Haradon and Smith pushed from the rear of the procession to the lead, and made a pretty run for first place, which was secured by the latter by less than a wheel.

ONE MILE LAP.—First prize, cyclometer; second, engraving; third, pearl-handled pocket knife. Starters, George C. Dresser and D. P. Williams, of Hartford; H. B. Arnold, of New Britain; William M. Haradon, of Springfield. Won by Arnold (15 points); Dresser second (7 points); Williams third (4 points); time by quarters, 49, 1:37 $\frac{1}{2}$, 2:24 [mile not taken]. Arnold took the lead and won the first three laps with ease. He then slowed up, thinking he had secured enough points to win the race. The remaining trio had a hot race down the backstretch. Haradon slightly in the lead. Just before reaching the lower turn, Haradon took a header and capsized the two men

behind him. Before the wreck was cleared Arnold had finished leisurely, while Dresser picked himself out of the heap, remounted and secured second place. Williams after being helped to his feet also remounted and finished third.

FIRST TRIAL HEAT, HALF MILE.—Starters, Fred L. Damery, of Hartford; Charles Snow, of East Hartford; H. C. Wakefield, of Springfield; E. L. Outterson, of Holyoke, Mass. Won by Damery, Outterson second; time, 1:36.

SECOND TRIAL HEAT.—Starters, F. E. King and E. N. Way, of Hartford; Al. Hyatt, of Waterbury. Won by Way; King second; time, 1:47 3/4.

FINAL HEAT.—Starters, first and second men in trial heats. King finished first, but was set back to third place for taking pole from Outterson. Way also claimed a foul on Outterson, and to settle the dispute all agreed to run the race over again. King maintained his right to first prize by winning the second time; Outterson second; Way third; time by quarters, 52 1/2, 1:42; 2:31; 3:16 1-5.

ONE-MILE HANDICAP.—First prize, ice cream spoons in case; second, standing mirror; third, smoking set. Starters, H. K. Lee (125 yards), F. L. Damery (75 yards), Ludwig Forster (35 yards), George L. Bacon (125 yards), William H. Rhodes (125 yards), George I. Whitehead (125 yards), E. N. Way (125 yards), of Hartford; C. H. Thomas (50 yards), of New Britain; H. C. Wakefield (90 yards) and E. B. Smith (25 yards), of Springfield; George McClellan (60 yards), of Holyoke, Mass. Won by Way; Whitehead second; Rhodes third; time (152 yards handicap), 2:57.

THREE-MILE OPEN.—First prize, silver pitcher; second, engraved cup; third, engraving. Starters, William Harding and Ludwig Forster, of Hartford; William M. Haradon, of Springfield. Won by Harding; Haradon second; Forster third; time by miles, 3:31, 6:47, 9:51.

CONSOLATION RACE.—First prize, engraving; second, gold cuff buttons; third, statuette. Starters, George L. Bacon and H. K. Lee, of Hartford; C. H. Thomas, of New Britain; George McClellan, of Holyoke. Won by Thomas; McClellan second; Bacon third; time, 3:27.

NEW ORLEANS NOTES.

September 15, Louisiana Division Race Meet at New Orleans. Just erase that from your fixture column, please. It is over, and now forms the subject matter for another glorious page in the history of Southern cycling.

Yes! that was wheelmen's day in New Orleans, and a magnificent one it was, too; the sun was a trifle warm, the wind rather brisk, but the atmosphere was dry, and the heavens cloudless; the track was far from the best, and the time ditto, but the music was good, the grand stand full, and the spectators enthusiastic; so why shouldn't we be happy, especially when two-thirds of the attendance were ladies in their summer costumes, and the colors of one's own club showed up well among the assemblage of 3,000 people. I ask again, why shouldn't we be happy? Ah! but we were. Our meet was a grand success, and we are grandly jubilant, if such a term can express our feelings.

The races began promptly at 3:30 P. M., under the supervision of the following officials: H. H. Hodgson, Referee; E. C. Fenner, W. W. Crane, George Baquie, Judges; S. M. Patton, L. E. Tyler, E. W. Hunter, Timers; J. M. Gore, Scorer; E. A. Shields, Starter; C. M. Fairchild, Clerk of Course; W. W. Boullemer, R. P. Randall, J. C. O'Reardon, Umpires.

The following is the result of the events:

HALF MILE, BOYS.

Table with 2 columns: Name and Time. W. M. Hathorne, J. W. Abbott, M. S. Graham.

Hathorne took the lead at the start, and was never headed, winning handily by six lengths.

ONE MILE CHAMPIONSHIP LOUISIANA CYCLING CLUB.

Table with 2 columns: Name and Time. R. G. Betts, W. E. Hobson, W. H. Renaud, Jr., A. A. Ruhlman, E. A. Jonas.

Hobson got the best of the start and led until the homestretch on the first half, when Betts drew alongside and the two crossed the tape close together. On the last half Betts pulled away and finished a winner by four lengths. Ruhlman fell fifty feet from the start, and though he quickly remounted, he could not catch the leaders.

ONE MILE CHAMPIONSHIP N. O. BICYCLE CLUB.

Table with 2 columns: Name and Time. C. B. Guillothe, A. M. Hill, B. C. Rea.

A fine contest between Guillothe and Hill, who passed and repassed each other a half a dozen times, keeping the result in doubt until within twenty yards of the finish, when the former by a grand effort opened a gap of two lengths and kept it open too.

HALF MILE DASH.

Table with 2 columns: Name and Time. G. E. Guedry, W. L. Hughes.

These two withdrew from the preceding race so as to save themselves for this event. Hughes was mounted on a racer and much was expected of him, but Guedry fairly ran away from him and won easily by ten lengths.

ONE HUNDRED YARDS SLOW RACE.

Table with 2 columns: Name and Time. E. A. Jonas, G. A. Miller, W. E. Hobson.

Miller crossed the line first; and Hobson dismounted rather unexpectedly, ten yards from the finish, when half a length behind Jonas.

ONE MILE LOUISIANA STATE CHAMPIONSHIP.

Table with 2 columns: Name and Time. A. M. Hill, C. B. Guillothe, B. C. Rea, E. L. Alford.

A ford took the lead at the start, and set a terrific pace for a quarter mile, but could not hold it, and gracefully dropped back to last place. The other three then took turns at leading. Rea passing the tape on the first lap, with a slight advantage. He led until the last eighth, when Guillothe shot ahead, with Hill at his little wheel; now Hill was ahead; now Guillothe; he'll win it sure—no! Hill's gaining on him again, now he's passed him. Ah! the suspense is over; Hill by a magnificent spurt opens a clear length between them, and wins a hard fought race, and one which had set the spectators wild with excitement.

ONE MILE HANDICAP.

Table with 2 columns: Name and Time. R. W. Abbott, H. W. Fairfax, W. H. Renaud, Jr., A. A. Ruhlman, J. W. Dodge, A. M. Hill, R. G. Betts, N. H. Moody, E. L. Alford, G. E. Guedry, E. A. Jonas, W. Hobson.

Abbott gave a pretty exhibition of handicap riding. He was off like a rocket and passed man after man almost before they knew it and entered the back stretch on the last half with a clear lead, and keeping up his winning gait won by six lengths.

HALF MILE, RIDE AND RUN.

Table with 2 columns: Name and Time. C. B. Guillothe, R. W. Abbott.

It was nip and tuck, all the way, but Guillothe got there first on the final spurt by barely one length. Another race in which the spectators lost their heads for the time being.

ONE MILE CONSOLATION.

Table with 2 columns: Name and Time. E. L. Alford, N. H. Moody, W. E. Hobson, J. W. Dodge, M. S. Graham.

Every one wanted to see our Shreveport visitor win this race and he did it handily, beating the second man by four lengths. Graham fell near the quarter post, but pluckily remounted and finished in ample time to secure consolation from a huge, but nevertheless, tasty leather medal.

TWO AND A HALF MILE TEAM RACE.

Table with 2 columns: Club Name and Points. New Orleans Bicycle Club, Louisiana Cycling Club.

Hill, Guillothe, Fairfax, Guedry and Hughes represented the winning club; Betts, Ruhlman,

Moody, Renand and Hobson the losers. It was an unequal match, as the score and previous races will testify. Only one of the Louisiana Club's team completed the entire distance, the others dropping out one after another. The finish was close and exciting, Hill, Fairfax, Betts and Guillothe coming in bunched, and in the order named, Guedry well in the rear. Betts passed Guillothe when within twenty feet of tape, and as the line was crossed, was even with Fairfax's saddle. Bi.

RACES AT NORTH ATTLEBORO, MASS.

The annual bicycle races of the Columbia Bicycle club of Attleboro, Mass., were held on Friday last at the Fair grounds at North Attleboro. It was the last day of the fair and there was a large attendance. The races were interesting and well contested throughout, and with the exception of a few headers, which were taken on account of a poor track, everything passed off smoothly. The result of the professional handicap race was a surprise to everybody, as Rowe was looked upon as a sure winner, but it was very plain to those who witnessed Rowe make the first turn that he could not win, as it was utterly impossible for him to get around the turns on account of the track being soft and uneven. The following is the result of the different races:

- One-half mile open—P. J. Berlo, Boston, first; D. E. Hunter, Lynn, second. Two mile amateur handicap—H. L. Caldwell, Cambridgeport, first; P. J. Berlo, Boston, second. One-mile boys' race—A. W. Porter, Newton, first; C. G. King, North Attleboro, second. One-mile professional handicap—L. D. Munger, Detroit, Mich., 110 yards, first (\$100); Horace Crocker, Newton, 40 yards, second (\$50); W. A. Rowe, scratch, third (\$25); McCurdy (90 yards) fourth; Hollingsworth, 135 yards, fifth. One-half mile amateur handicap—P. J. Berlo, Boston, first; J. Fred Midgley, Worcester, second. One-mile amateur 3.10 class—J. Fred Midgley, Worcester, first; H. L. Caldwell, Cambridgeport, second. One-quarter mile amateur open—P. J. Berlo, Boston, first; Charles E. Whitten, Lynn, second. One-mile amateur handicap—P. J. Berlo, Boston, first; J. E. Doran, No. Attleboro, second; J. Fred Midgley, Worcester, third. One-mile club team race—Lynn Cycle Club, first, 13 points; Columbia Bicycle Club, Attleboro, 2 points. The Lynn team were Hunter, Whitten and Hitchcock.

TOURNAMENT OF THE RHODE ISLAND DIVISION, L. A. W.

A much larger crowd than is usually seen at race meets attended the above tournament, held at Narragansett Park, on Tuesday, September 20. The management of the meet was excellent and the staff of field officers deserve credit for their prompt and effective work.

The races were hotly contested, and the presence of Rowe, Whittaker and other fast professionals and amateurs made the meet additionally interesting. Rowe and Whittaker made a great race in the quarter mile, run in heats.

The officers of the day were: C. F. Gladding, Warren, R. I., Clerk of Course; N. H. Gibbs, Providence, Assistant Clerk; Arthur Howland, East Greenwich, Assistant Clerk; Referee; Sanford Lawton, of the Racing Board L. A. W.; Judges, Chief Consul J. A. Chase and Representative Charles S. Davol, of the R. I. Division, and Representative T. E. Bell, of North Attleboro', of the Massachusetts Division; Starter, Howard L. Perkins; Scorers, Dr. W. H. Emory, of Roxbury, Captain Fred. Gordon, and Fred. Northup, of the Columbia Bi. Club, North Attleboro'; Timers, F. W. Way, of Lowell, Charles Randolph and Earl Potter, of this city. The arrangements for and general supervision of the meet were in the hands of the Racing Board of the Division, Messrs. George R. McAuslan, Charles E. Gladding and Charles H. Howland.

The events were started shortly after 1:30 o'clock P. M., and from that hour until 3:30 o'clock the races were run off in quick succession. The track was in only fair condition, and there was a pretty strong wind blowing into the teeth of the racers down the back stretch, which, however, sent the men home swiftly. The grand stand was packed with people, many more, in fact, than are usually attracted to a racing exhibition, and the large gathering remained seated until the last race was finished.

The summary of the several events is given below:

ONE-QUARTER MILE PROFESSIONAL (three heats). First heat, first prize \$15; second prize \$7. Starters, W. A. Rowe, Lynn; S. P. Hollingsworth, Indianapolis; S. G. Whittaker, Chicago, Ill. This was a flyer, Rowe winning easily; Whittaker second. Time, 36 seconds.

ONE MILE NOVICE.—Prizes: first, watch chain; second, silver-mounted cane; third, embossed cigarette case. Starters, W. C. Miller, East Greenwich, R. I., C. H. Weld, East Greenwich, R. I., H. E. Allen, Warren, R. I., Arthur Beauchene, Warren, R. I., Wm. A. Bourne, Warren, R. I., G. P. Hutchins, Providence, A. M. Lithgoe, Providence, W. C. Campbell, Providence. This was a "race for blood," and Hutchins, who is a tall young rider of great promise, had a walkover, and made the splendid time of 3:12, the fastest of any of the amateur races. Allen was second and Weld third.

The third event, a tandem race, brought but one team to the tape, Buffum and Plummer of Newport, the two other entries failing to come to time. They went around the track in 3:47 and took home the prizes, a silk umbrella apiece.

ONE MILE OPEN.—Prizes: first, alligator traveling bag; second, gold scarf pin. Starters, F. B. Brigham, North Attleboro', Mass.; P. J. Berlo, Boston, Mass. H. L. Caldwell, Cambridgeport, Mass. The race was closely contested and was won by Berlo, Caldwell second. The race was the young Cambridgeport rider's to the finish, but he relaxed just before reaching the tape, and Berlo, who was hugging to him, spurted and jumped across the tape ahead. Time 3:25.

The second heat of the quarter-mile professional dash was then run, and was won by Rowe in the same time as the first heat, Whittaker also winning second place by a foot.

ONE MILE, R. I. DIVISION CHAMPIONSHIP.—Prizes: first, gold championship medal; second, traveling bag. Starters, H. G. Wilks, Newport, R. I.; Thos. Lakey, Providence, R. I.; F. A. Bliss, Warren, R. I. Bliss splendidly won what was an earnest contest, Lakey coming in second. Time, 3:18.

ONE MILE PROFESSIONAL HANDICAP.—Prizes: first, \$20; second, \$10; third, \$5. Starters, W. A. Rowe, Lynn, (scratch), S. P. Hollingsworth, Indianapolis, (135 yards); S. G. Whittaker, Chicago, (60 yards); A. A. McCurdy, Lynn, (110 yards). This was the race of chief interest and Rowe won it splendidly. He did not hurry to make up his handicaps, but after passing the quarter pole he began to forge ahead. Whittaker overtook and passed McCurdy and then he went by Hollingsworth. Then Rowe passed all three of them and came down the homestretch with a big lead and looking over his shoulder to see what the next man to him was doing, and with cheers greeting him along the line. They finished: Rowe, Whittaker, Hollingsworth, McCurdy. Time 2:52. Rowe has a record of 2:39 on this track, but the track was in better condition at that time.

TWO MILE OPEN.—Prizes: first, diamond scarf pin; second, watch charm. Starters—F. B. Brigham, North Attleboro', Mass.; P. J. Berlo, South Boston, Mass.; H. L. Caldwell, Cambridgeport, Mass. This was a pretty race, although the men did not hurry themselves on the first mile. Caldwell won and Berlo was second. Time, 7:41 1-4.

NINTH EVENT.—One mile Star race. Prizes: first, silver medal; second, pair sleeve buttons. Starters—H. A. Potter, Thomas Lahey, F. W. Bugbee and O. F. Darling, all of Providence. Lahey won and Bugbee was second. Time, 3:30.

THREE MILE PROFESSIONAL LAP RACE.—Prizes: first, \$25; second, \$12; third \$6. Starters—Rowe, Hollingsworth, Whittaker, McCurdy. Rowe won every lap with spirited finishes. Whittaker came in second on the first and third laps, and McCurdy won that position on the second lap in handsome style. Hollingsworth won third position on the first and last lap, and Whittaker took it on the second lap. Rowe took first prize, Whittaker second and Hollingsworth and McCurdy divided the third money. Time, 11:04 3-4.

FIXTURES.

Sept. 23, 24.—New York State Division Meet at Coopertown, N. Y.

September 29.—Allegheny Wheel Club Tournament at Pittsburg.

September 30, October 1.—Missouri Division L. A. W. Meet.

Sept. 30—Oct. 1.—Detroit Bicycle Club Races.

Oct. 1.—Poughkeepsie, N. Y. Race Meet.

October 4, 5.—Races at Woodstock, Va.

October 6.—Boston, Chicago Road-Race.

Oct. 16.—Columbia Bicycle Club races, North Attleboro, Mass.

October 8.—East Road Club's Road Race.

October 6-9.—Ladies' Tour to the North Shore. W. W. Stall, 509 Tremont st., Boston.

CONCERNING LAMPS.

Dear WHEEL:

When I found your proofreader last week making "recreation" out of your second name (which is very much like making fun of you), making me "degress" into telling a story and then spoiling half my jokes, I determined to write no more travels but to stick to science; and as I find some erroneous notions among bicycle men in reference to bicycle lamps, I propose to tell what I know about them.

In the first place, all lamps will, under certain circumstances, go out; and in the second place, it is generally the fault of the rider if they do. For, starting from the well-known proposition that the light of a flame is due entirely to the rapid motions of the unconsumed particles of carbon floating upward, it is evident that the fuel of every flame must be at the time in the state of gas; or in other words, that the oil of a lamp must evaporate before it burns; and this brings us at once to the most important point: "What controls the rate of evaporation or the height of the flame?"

We turn up our wick, exposing a given amount of surface to the air and, lighting the lamp, we get a flame of given size. Exposing more wick, we get a greater flame; exposing less, a smaller. But if we start with an ordinary height of flame we probably find the lamp smoking within five minutes, and soon discover that the warmer the lamp the more oil evaporates in a given time from a given amount of wick, and a brief consideration of this reveals the cause of half our lamp extinguishments. When the wheel is at rest the lamp gets very hot, burns high, and to prevent smoking the wick is turned low; but when we start the lamp is cooled by its motion through the air, less oil evaporates, the flame burns low, and at the first rough place goes out. Hence the first rule for the preservation of a good light is:—keep the wick high when in motion, low when at rest.

Then in the next place, it is generally believed among wheelmen that in jolting over a rough road the light goes out because the wick suddenly jumps away from the flame, or from the gas that forms it, and that if some way could be devised to keep them together all would be well. But in fact a bicycle lamp goes out for the same reason that a candle goes out when you blow it—and for no other, viz., that the vapor must be at a certain temperature to burn, and by blowing on it you so cool it that it cannot remain ignited. If then the lamp flame were not "blowed upon" so much it would remain lighted, and the obvious remedy in our lamps is to cut off the direct draught that now enters below the flame and passes out above it, by causing the entering air to come in above the flame at the sides and to pass out above it at the top. It is nothing but the rush of cold air that puts out the light, and if any one doubts it let him try to put out a Chinese lantern by any such shaking as puts out a bicycle lamp, and when he has tried and failed let him cut some holes in the bottom and try again and succeed.

And lastly, why will a man take so much pains and pay so much money to get a wheel five or six pounds lighter than somebody else's wheel and then go and put a three pound lamp in the hub, and in general clamp it so tightly that he makes of his lamp a continuous brake—only applied at the axle and not at the rim. He would go with far more ease if he added ten pounds to his wheel and took a light frictionless lamp.

I am making some experiments in the matter of the draught and the oil for bicycle lamps, which I shall hope to report in the near future.

Yours truly, C. H. K.

The longest line of sundries offered in this market is that of the Gormully & Jeffrey Mfg. Co., of Chicago. If you are interested send for their catalogue.

Four well-known hammock saddles are manufactured by the Gormully & Jeffrey Mfg. Co., of Chicago. Send for their catalogue if you need anything in this line.

Now that the weather is getting cooler there will be a great deal more night riding than during the hot summer months. It is always safer to carry a lamp. The Gormully & Jeffrey Mfg. Co., of Chicago, manufacture a complete line, and will be pleased to send their catalogue on application.

BICYCLING IN THE SOUTH.

Mr. Alexander R. Schaap, Richmond agent of the Pope Manufacturing Company, is in Boston on a business trip. He started with Mr. A. G. Long, one of the speediest of Virginia riders on "bikes," but the roads through the mountains were so bad, and their time so limited, that they were compelled to take a train. Mr. Schaap does not speak very encouragingly of the prospects of bicycling in the South. In an interview he said: "Bicycling in the South as yet is considered in the light of an athletic sport. It has not been taken hold of there as it has in the North, as a healthful, invigorating and pleasurable pastime. In fact it is looked upon more as hard work. The lively, rosy-cheeked, and healthy young men of the upper class in the North do not find their counterpart south of Mason and Dixon's line. There "the boys" are inclined to be languid and lazy, much preferring to enjoy a quiet siesta in a hammock on a wide piazza than to jump on a wheel and spin off for a day's sight-seeing and journeying. Why, there are young men who consider it 'daylish hard work' to drive a horse, and often come home very much wearied from the exertion of an afternoon's riding. Then the wealthy people of the South are inclined to look on the bicycle more as child's play than anything else. Of course, we have some live and energetic men down there who want to learn to ride, but the climate is conducive to indolence, and they do not take hold very energetically. Many are constituted somewhat as I am. I will go to my store after paying a short visit up North, and will wonder why it can't be conducted in as lively and business-like fashion as are the stores of Northern dealers. For perhaps ten days I will make things hustle lively, and then I get into the old ruts again somehow; I don't know what it is, but my energy doesn't last very long. It is very similar with bicycling, and for that reason the sport will never come to the general practical use which it has reached in the North, although, of course, there will in time be a vast improvement in the trade.

"The roads in the South are hardly up to the average of those in the North. There are few places which can compare with the Virginian mountains for beautiful and picturesque scenery, and there are thousands of sightseers who visit them annually. There are spots among them which would be a perfect paradise for bicycle riders if it was not so difficult to reach them. Directly outside Richmond the roads are very sandy, and as one gets farther into the mountains they become more rocky so that you can see that it is really not pleasurable labor for a bicycle rider to get there. During the past Summer two new routes of travel have been opened to the public, both hard, macadamized roads, and from them I anticipate an increase in bicycling interests. One is eight miles long, and runs to the suburbs, and the other is four miles in length, and connects Richmond with the United States national cemetery. As Richmond grows larger, suburbs will be developed, and then more bicycles will be used. As it is now, of 45,000 white inhabitants and 35,000 colored individuals in the city there are not more than 200 bicycles in use, and those are ridden principally by athletes. Of course, some clerks and business men use the wheels, but not as a general thing.

The color line is most rigidly drawn in the bicycle trade down South. As is natural, colored persons attempt to copy the sports and diversions of the white people as much as possible, and the latter greatly object to it. Why, it would be as much as my trade is worth to sell many colored men bicycles; in fact, it would stop the sale of bicycles almost entirely among the white class. In a number of cases I have had chances to sell wheels to colored individuals, but I have always managed to invent some excuse whereby I got them away from the idea of buying them.

"The bicycle trade in the South is in its infancy. It must be nurtured just as a child should. It is hardly natural for the Southerners to take to such sport and pleasure as bicycle riding is, and it will be some time before it will take a firm root among them, if it ever does. I am in hopes, however, that the press there will take hold of the matter, fully discuss the advantages of riding, its healthfulness and invigorating qualities, and by that means, when we do have some improvement in the roads, the young men and young women will actively begin the use of machines and give bicycling and tricycling the position it should occupy as the most graceful, healthful and pleasurable pastime of the United States.—*Boston Herald.*

BROOKLYN NOTES.

Our friend, The Editor, struck the key note to the situation in Brooklyn, in commenting editorially in a late issue on the Coney Island Boulevard. Since the earliest days of cycledom, Coney Island has been the objective point of Brooklyn riders bent on short touring without the confines of the city, and it is also a deplorable fact that the average condition of this highway dedicated to the convenience and enjoyment of the public has yearly deteriorated. The change from an exhilarating spin to the "Island" to a hard pull through eleven miles of sticky road-bed may have been gradual, but it is not the less real, and the situation is becoming desperately discouraging to those interested in the development of Brooklyn's wheeling. Development means drawing from the list of non-riders, and to secure additions from this source we must offer attractions. What more fascinating to the novice than a short trip with a lively crowd of club men, as he joins in their pleasantries and irresistibly absorbs the feelings of exhilaration which possess all. Be the ride over our Boulevard, however, work for the veteran, it becomes a positive struggle with him, and if he return with the traditional feelings of an enthusiasm for the sport, it isn't because the Park Commissioners have catered to the confidence of the public at large.

The time has come for us to attempt the establishment of a road to Coney Island, suitable for wheelmen. The main objection to a cinder side-path is that it would not be large enough to accommodate tricycles and bicycles, fast riders and slow riders, especially as its procurement would greatly increase the volume of cycle travel. On either side of the main roadway is a smaller road, about 30 feet wide. At present these two roads are used very little, and the macadamizing of one of them would make a magnificent highway to the ocean. Were it possible through any circumstances to accomplish this, the fact that horsemen, even now, are not too kindly disposed toward us, and that they naturally prefer the broader road, would guarantee us almost its exclusive use. And that without compromising our general road rights. This seems to be the most plausible remedy for this existing menace to our healthy growth, but undoubtedly different plans would spring up if the wheelmen of Brooklyn can be aroused to a realizing sense of the necessity for action of some kind. It would mean work, but if we pulled together success might be scored.

Interest in the next road race is already awakening. It will be run, as usual, on Election Day, and the K. C. W. have again named the Irvington-Milburn course. Despite the attacks, direct and indirect, against the Association, it sails along the even tenor of its way, providing twice each year one of the pleasantest and most exciting races to be witnessed. In thus carrying out its purpose, it not only provides a pleasant day's outing to hundreds of wheelmen, but brings them together in a social way, such as definite plans to that end could never accomplish. The arrangements for the coming event will give the officials an opportunity to cope with the crowd, and prevent a repetition of the blocking of the highway by the anxious friends of the contestants assembled at the finish. The interest manifested by those living along and near the course in these recurring struggles, is a pleasing indication that the Association has the good will of those who would be the first to suffer from its acts. **ALERT.**

WHEEL NEWS STANDS.

THE WHEEL may be found on any of the following New York city stands:
 23 Park Row.
 Astor House, Broadway side.
 St. Paul's, Vesey and Broadway.
 Cor. Fulton and Nassau.
 Dey street and Broadway, W. U. Tel. Building.
 Fulton and South streets.
 Wall street Ferry House.
 Wall street and Nassau, Treasury Building.
 71 Broadway Arcade.
 Cortlandt and West streets.
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 Warren " " "
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We have used Webb's Alcohol for stiff and sore muscles with great success after a long run, or before the muscles have become hardened, and are sore from over-exertion. A thorough rub with Alcohol will remove all soreness and also tone up the muscles. It is also a valuable embrocation for racing men.

SPECIAL BARGAINS

- No. 1.—36x54 **Kangaroo**, ball bearings, hollow cow-horn bars; good as new; cost \$135.00; \$65.00
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 - No. 10.—**Two-Track Columbia Tricycle**, latest pattern, ball pedals; A. I. order; cost \$165; \$100.00
- On receipt of \$5.00, as a guarantee of good faith, we will send any of the above, C. O. D. for the balance, with the privilege of examination. Correspondence solicited.

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FULL DRESS STRAIGHT CUT.

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PACKED.—20 CIGARETTES.

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Successors to **KINNEY BROS.**

Send 15 cts for sample package.

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Size 3 2-3 ft. x 4 1-2 ft.

Mounted on Rollers, or Dissected to fold up in smaller compass.

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Published by **E. C. BRIDGMAN**, 84 Warren St., New York.

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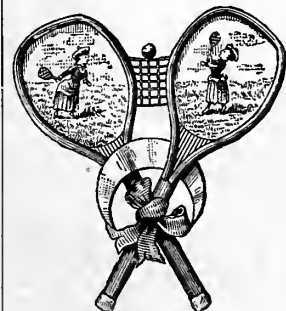
FOR SALE.—Genuine Humber Tandem, Beeston & Co. Good as new, for \$175 cash, or one-half cash and one bicycle, or two bicycles, 46 and 50 inches, standard makers. Address P. O. Box 3417, New York. Parties who have previously written in response to the above will kindly repeat, as letters were lost.

FOR SALE.—Standard Columbia, 54-in, full nickeled, excellent condition, fine machine for beginner or road rider. Can be seen at 213 Cumberland st., Brooklyn, between 6 and 7:30 P. M.

FOR SALE.—56-in. Special Columbia. Ball bearings on front wheel, in fair order. Good reason for selling at \$30. Address T. F. B., P. O. Box 2979, New York.

FOR SALE.—54-inch Standard Columbia, in excellent condition. Used very little. Price \$48. E. W. Mott, 1574 Park ave., New York.

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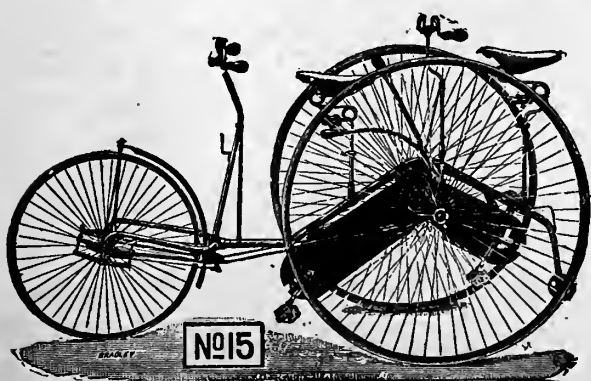
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 LATEST ISSUE OUT
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Our stock of machines cannot be approached by any dealer around here for PRICE, CONDITION and VARIETY. All who contemplate purchasing had best do so now while there is such a choice, and while prices are so low. Many of our wheels are selling at cost to us in order that we may make a quick clearance sale, as we need the room for our stock of PROCTOR PAT. TOBOGCANS, for which we are Sole Agents for New York and surrounding territory.

NEW YORK BICYCLE CO.,

Entire Change of Management,

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 Keep your wheel in good running order
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WHEEL BRUSH TOOL.
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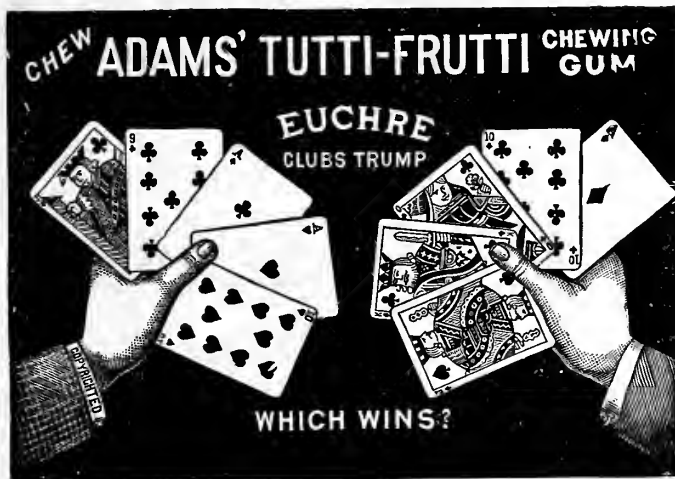
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Purely vegetable, mild and reliable. Cures Biliousness, Foul Stomach, Acidity, Constipation, Piles, Chills and Fever, Liver Complaints, Loss of Appetite, Heartburn, Palpitation of the Heart, Flatulence, etc.

WHAT IS SAID OF IT.



Chemical analysis shows its ingredients to be pure and healthful.—*The American Analyst.*
 Adams & Son's Tutti Frutti Chewing Gum is entitled to especial praise and recognition.—*The American Analyst.*
 Chewing Gum before eating and between meals increases the flow of saliva, and so aids digestion.

AMHERST COLLEGE GYMNASIUM DIRECTIONS.

This Chewing Gum is made from the Sap of one of the finest Fruit Trees in Mexico, (the Chico Zapotis) consequently it is a purely vegetable substance.
 It is a guardsman, to defend you a most coughs and colds, and is admitted to be one of the best purifiers of the breath, by all refined people of this and other large cities. It is a delicious preparation.—*N. Y. World.*

It is a well-established fact in chemical science that the saliva is an active and necessary agent in aiding digestion.
 The chewing of the substance of which your Gum is composed excites an abundant flow of saliva. As this is swallowed, it co-operates with the other fluids in the digestive tracts in accomplishing the chemical changes which prepare our nutriment for assimilation.
 I know of cases where the chewing of your Gum for a short time before and after each meal, has given relief to certain forms of dyspepsia. I am warranted in giving my opinion, that the use of the Gums manufactured by you, and which I have critically examined, is not only harmless, but beneficial.
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51-in. Columbia Light Roadster; '85 pattern with '86 improvements. Been run only 500 miles; in fine condition; Butcher Hub Cyclometer. Howard F. Smith, Gloucester, Mass.

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FOR SALE.—Finest assortment second-hand machines in the city. Experts \$60 to \$95, Victors \$80, Columbia Light Roadsters \$100, Stars \$70 to \$110, etc., etc. Also a lot of cheaper wheels, different sizes, in excellent order. Prices never so low as now. It will pay you to call and examine our stock. Complete list out September 1st. Special offers for two weeks only. New York Bicycle Company, 38 Park Place, New York.

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FOR SALE.—A Standard Columbia; 52-in. In good condition. New tire on front wheel. Will sell cheap. H. G. Weidenhamer, Box 21, Watsonstown, Pa.

FOR SALE.—48-in. Star. Latest design; hollow framing; balls to front wheels; hollow rims; cost \$140. Ridden very little. Address H. G., P. O. Box 1516, New York.

FOR EXCHANGE.—52-in. Champion, balls all round, for 52 or 53-in. Light Roadster, Apollo preferred. W. Dearden, Trinidad, Colo.

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FOR SALE OR EXCHANGE.—Cripper Tricycle; hollow rims and frame; tangent spokes; all ball; automatic steerer; cost \$185, sell for \$90, or exchange for 54 bicycle. F. S., 204 Market st., Newark, N. J.

SPRINGFIELD ROADSTER for sale; geared to 50 inches; this wheel was bought two weeks ago, has been ridden but 40 miles. Inquire of Dr. E. J. Ranhofer, 227 West 34th st.; hours 10 to 4.

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FOR SALE.—50-in. Standard Columbia, in good order; dirt cheap for cash; also Nicked Harvard, 50-in.; in perfect order. Chas. Newbourg, 57 Wiloughby st., Brooklyn.

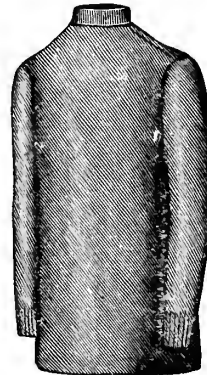
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Every Wheelman and Sportsman will give them his approval when he examines the **Shoulders, Arm Holes and Neck,** as they are made to fit. These goods are PATENTED, and all infringements will be prosecuted to the full extent of the law.

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Are knit with a selvedge edge, in two separate parts from the waist to the feet, and formed while being knit to fit the limbs, so the strain upon the garment is equally divided on every part of the body. The seam, being a selvedge edge, is small and flat, and will not rip.



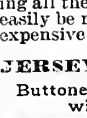
BICYCLE KNEE TIGHTS.

Made same as full tights, to three inches below the knee.



TRUNKS

Are a great protection to tights, receiving all the wear from the saddle, and can easily be removed, and thus save the more expensive garments.



JERSEY-FITTING KNEE PANTS,

Buttoned in front, same as Pantaloon, without Certain Objections.



We offer them to the trade and clubs as SOMETHING NEW, and invite all to examine them.

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These Pants are close fitting, come three inches below the knee, are very elastic, and are most comfortable garment a lady ever wore. Made in Cream-Colored Cotton, Drab, Red, or any colors in Worsteds. *Racing Wheelmen* tell us it is a loss of fifteen seconds in a mile to have some slight irritation from a non-elastic pair of cloth pants.



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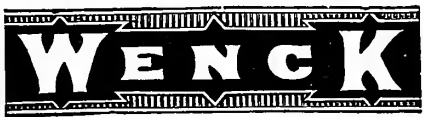
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The lightest and strongest Road Bicycle Shoe made. Average weight 10 to 12 oz.
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All shoes made of the best Black or Russet Kangaroo. I am the only manufacturer using genuine Kangaroo.

ANDREW GRAFF, 339 Court st., Brooklyn, L. I.
DEAR SIR—The shoes which you made me are very satisfactory and are without doubt the best I have ever seen or used.
Yours very truly,
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For practice, SEAMLESS CANVAS RUNNING SHOE, Light, Strong and Cheap, to order \$3 and up.
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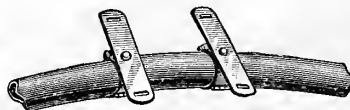
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Lighting Oil,
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FOR SALE BY

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KEEP THIS FOR REFERENCE.

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are as ECONOMICAL and DESIRABLE as represented, can always obtain the same.

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Gents' Collars, 20c. 6 for	\$1.10—\$2.00 Doz.
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REMIT BY POSTAL ORDER.

For half a century this country has been trying to invent collars and cuffs that would be an improvement on linen. It is accomplished at last. Zylonite collars and cuffs are superseding linen, because they are better and will last for months, and will always look clean.



THE NEW MAIL.

NASHVILLE, TENN., July 28, 1887.

MESSRS. WILLIAM READ & SONS, BOSTON, MASS. :

GENTLEMEN—I mailed you an afternoon paper, to-day, announcing our return from the Canada tour. Thinking you would be interested in our trip prompts me to write this letter. We left here July 4th, and I wheeled the entire distance from here to Niagara Falls and into Canada. Went by Louisville, Frankfort, Georgetown, Ky., Cincinnati, Hamilton, Dayton, Marion, Cleveland, O., Erie, Pa., Buffalo, N. Y., to Falls. Entire distance by Butcher Cyclometer, 862 $\frac{1}{4}$ miles. Also rode 183 miles on the New Mail before, making 1,045 miles. You must know we had some terribly rough roads on our trip; over 100 miles rough dirt road in Northern Ohio, rough, old worn-out pikes in Kentucky, plank roads, sand roads, tow paths, water-washed side paths, ruddy, hard dried clay roads; in fact, every kind of road you could call for.

The New Mail cost me exactly five cents for one quart of benzine for cleaning. We had a little over twelve riding days, making over 70 miles average. Entire time to Falls, nineteen and one-half days; stopping in all large cities. The Ball Head worked perfectly, and I consider it the greatest improvement.

Yours truly,

ED. D. FISHER.

SPECIAL OFFER.

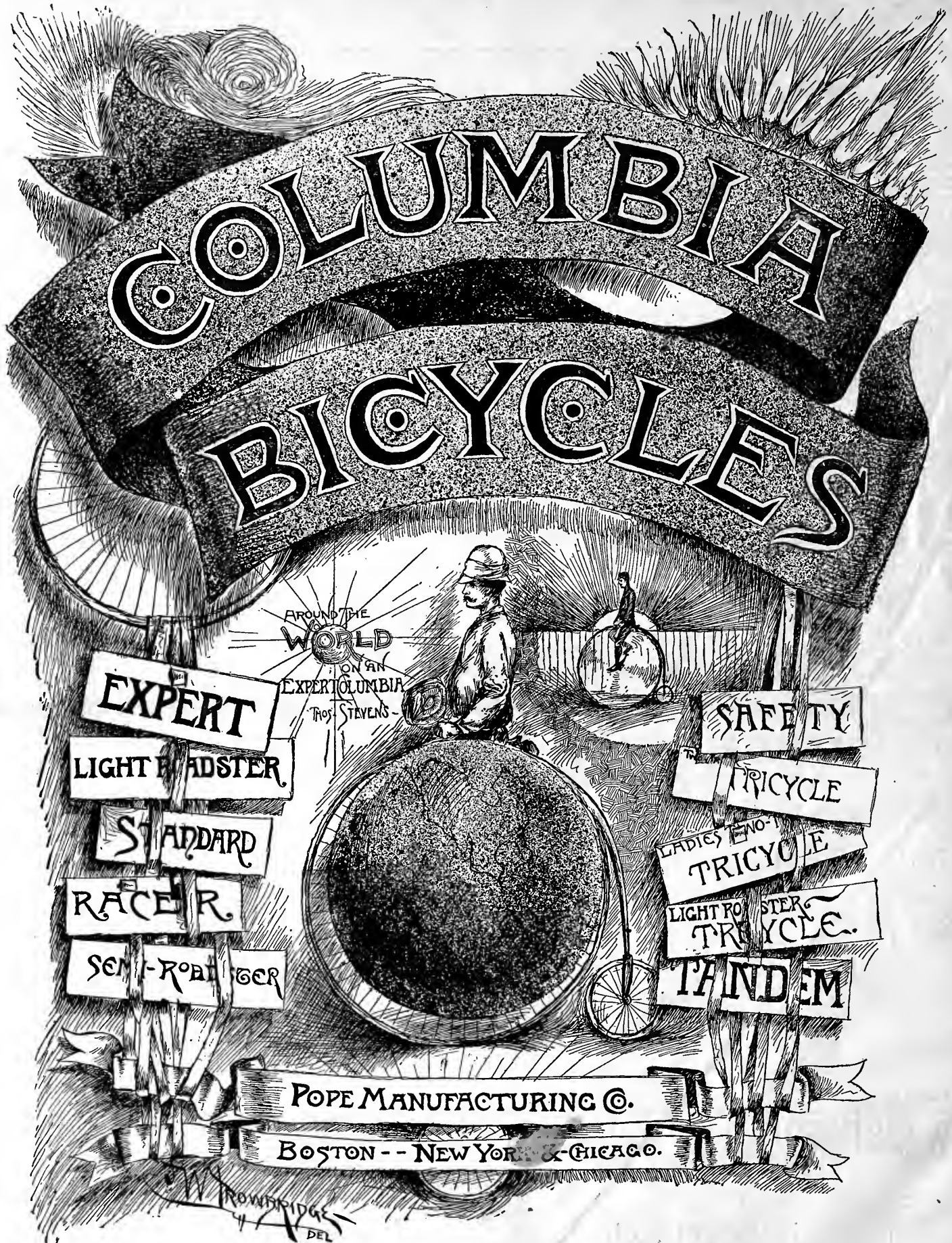
Our NEW MAIL, though its first year, has been a *Perfect Success*, and has had an *Extraordinary Demand*. We have been behind orders since the opening of the season till hot weather set in. Now, as the most active bicycle season is past, though the best riding weather is in the autumn, we have decided to offer for a SHORT TIME ONLY a few of these SUPERB NEW MAILS in exchange for others!!! This we have PERSISTENTLY refused to do heretofore, as the demand was so great. Wheelmen desiring to exchange their present old mounts for a

New Mail, with Trigwell Ball Head and Perfection Backbone,
will please give us a description of the old wheel and their estimate of value.

This offer is for no length of time, as we do not care to place many in this way. Address,

WM. READ & SONS,

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Humber Bicycles! Humber Crippers! Humber Safeties! Humber Tandems! Humber Cripper Tandems!

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